



PREPARED FOR:
THE CITY OF MIAMI BEACH

PREPARED BY:
JAMES
CORNER
FIELD
OPERATIONS

IN COLLABORATION WITH:
CHEN MOORE & ASSOCIATES

LINCOLN ROAD DISTRICT MASTER PLAN

OCTOBER 14, 2015

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TASK 3: MASTER PLAN *
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EXECUTIVE SUMMARY : FROM ‘MALL’ TO ‘DISTRICT’

When Carl Fischer started to develop Miami Beach in 1912, he commenced with his first acquisition; a plot of mangrove swamp running from beach to bay that would become the centerpiece of his vision -Lincoln Road. In the century that followed, Fischer’s first street would go through a series of transformations, from a premier shopping strip, to an exemplary pedestrian mall, to a renowned civic icon and business district. Though the history of Lincoln Road includes periods of decline, the overall trajectory has been upward, as various design retrofits have done their part to continue elevating the road’s civic relevance. The Lincoln Road of today is a place to stroll, to spectate, to perform, to shop, to dine, and to meet.

As one of the most visited places in the Miami-Dade metro region, itself a capital of global tourism, the continued attractiveness of Lincoln Road is of utmost importance to the region. It is for this reason that a proactive approach to the next vision for the road is essential. It would be a great oversight to let such a cultural and economic asset begin to decline before it receives adequate attention and investment. On the contrary, the greatest potential for Lincoln Road will result from its current momentum and its strength as a civic icon and a coveted business address. While the continued prosperity of Lincoln Road has supported the development of various other civic anchors in the vicinity, much more is possible. Lincoln Road is a vibrant public space, but it is not without its challenges.

Whereas outdoor restaurants, bars and cafes contribute significantly to the vibrancy and identity of Lincoln Road, the restaurant infrastructure is sometimes so dense and cluttered that it limits pedestrian circulation and obscures the original appeal of the road as a social promenade. Additionally, the plantings, materials and maintenance procedures of Lincoln Road simply can’t keep up with the volume of use it receives, leading over the years to significant areas of disrepair and deterioration. The whole street lacks public seating which reduces the ability for people to simply sit and enjoy the scene. Finally, the Road is at risk of losing its once strong and unique identity, as incremental alterations of and additions to the public realm have weakened the clarity of the original design intent and rendering many moments unimpressive. This list of physical challenges for Lincoln Road provides an important impetus to act now and assure Lincoln Road’s attractiveness and competitiveness in a major world-class destination.

The Lincoln Road District Master Plan aims to accomplish two primary goals. The first is to enhance the aesthetic and social experience of Lincoln Road by addressing its physical and operational challenges through new design. The second is to leverage the ongoing success of the Road and its neighbors to envision an integrated district that can effectively accommodate the interests of both stakeholders and visitors, and further

elevate Miami Beach’s status as a global destination.

This Master Plan is the result of over 6 months of broad and comprehensive public outreach and participation. Various City agencies, building owners, businesses, residents and a broad public drawn from the community have played an important advisory role in guiding the key ideas and directions of the Master Plan. Please see the Task 1: Site Analysis Book, issued on April 17th, 2015 for a summary of this input.

Once officially accepted by the City Commission and Historic Preservation Board, the next steps will involve further design development and building implementation over the next two to three years.

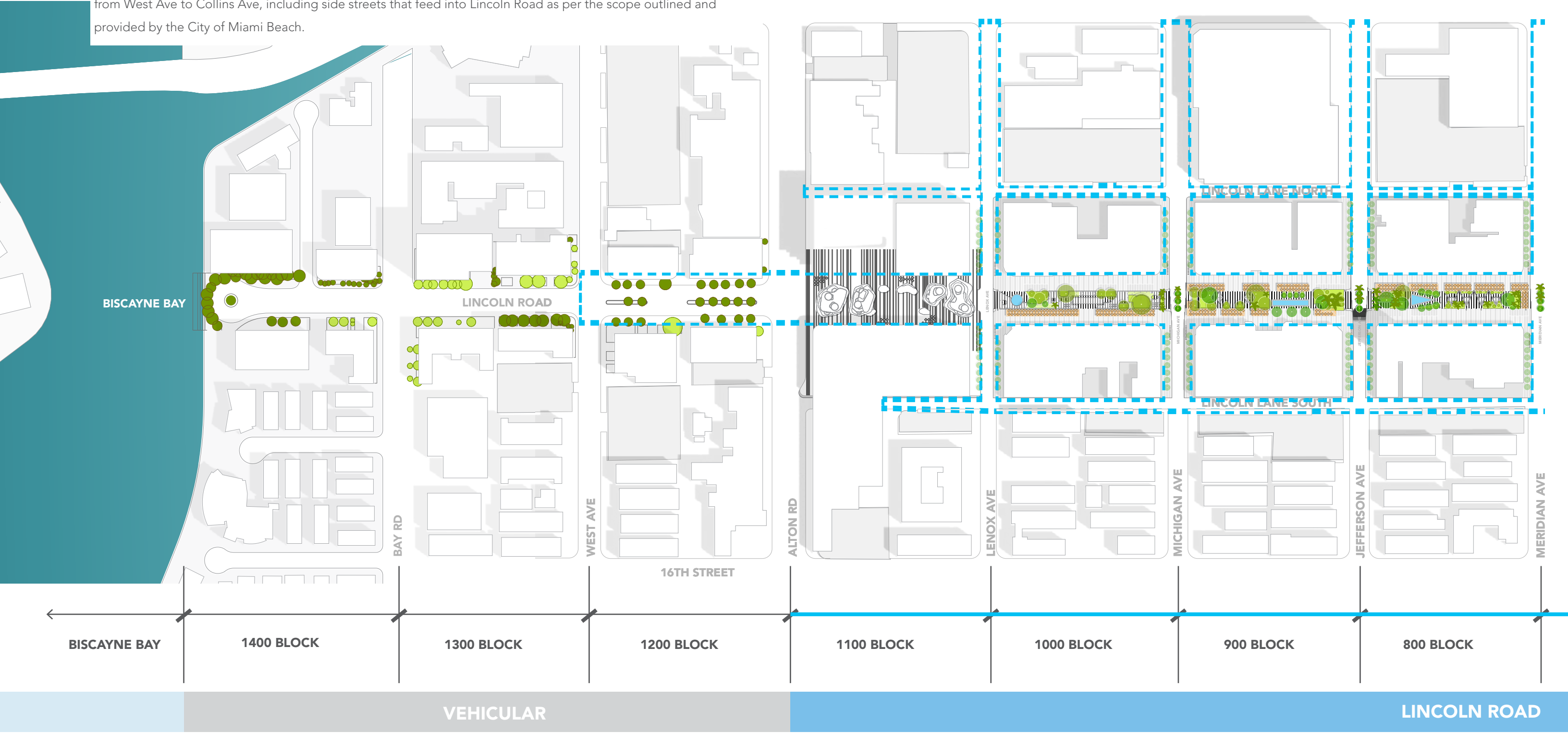
A Lincoln Road Business Improvement District (B.I.D) was recently enthusiastically voted into effect in the summer of 2015.

In summary, the mission is to create a world-class, 21st century shopping, dining and cultural district inspired by the unique history and character of Lincoln Road. As a significant social and civic spine for the city, the new Lincoln Road District will foster community, connectivity and social exchange, and thrive as a both a revitalized center-piece of the community as well as a must-see destination for visitors from around the world.

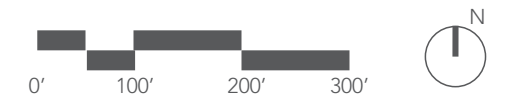
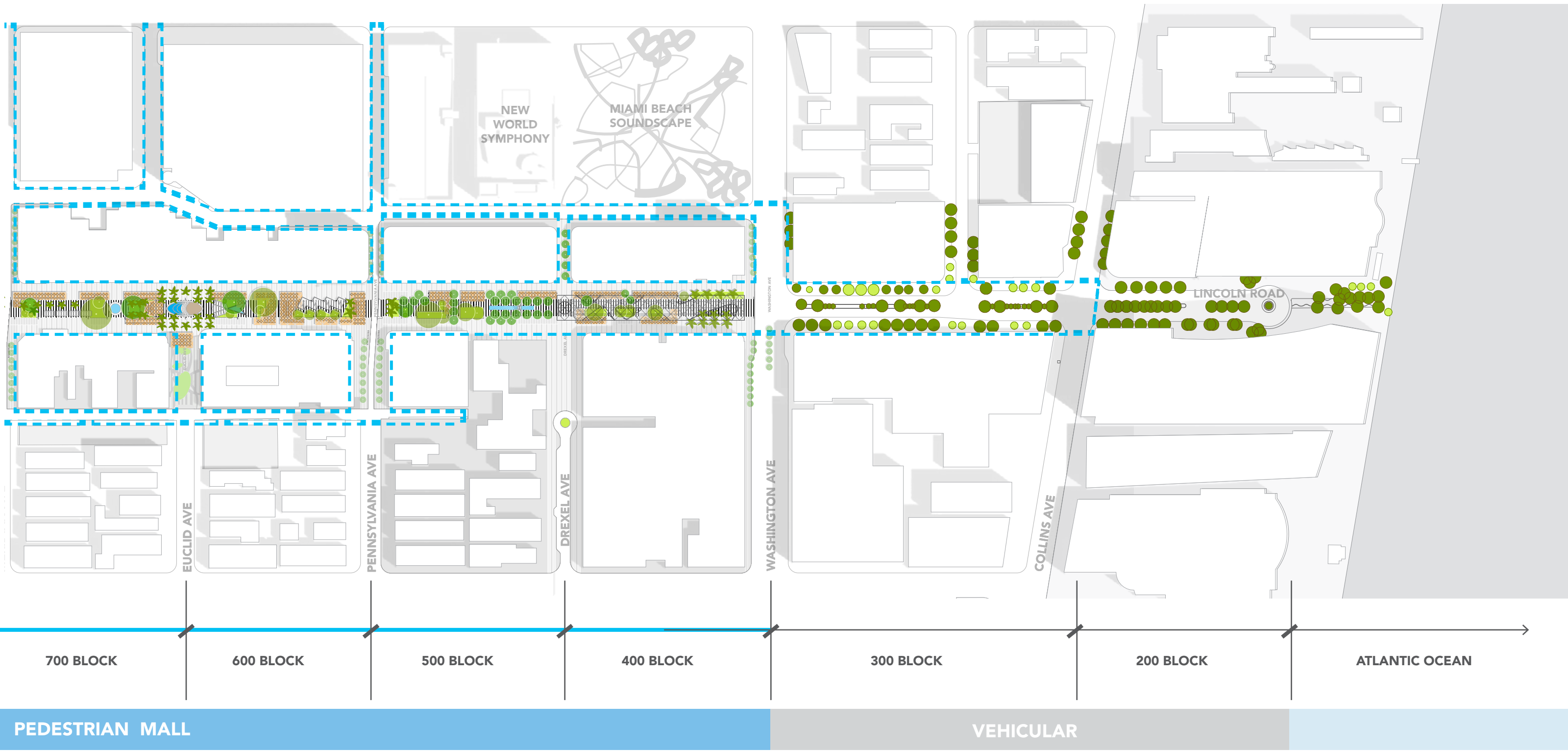
LINCOLN ROAD

PROJECT SITE BOUNDARY

The scope of the Lincoln Road Master Plan will cover the area from Lincoln Lane North to Lincoln Lane South and from West Ave to Collins Ave, including side streets that feed into Lincoln Road as per the scope outlined and provided by the City of Miami Beach.



notes:
Project boundary as outlined and provided by the City of Miami Beach



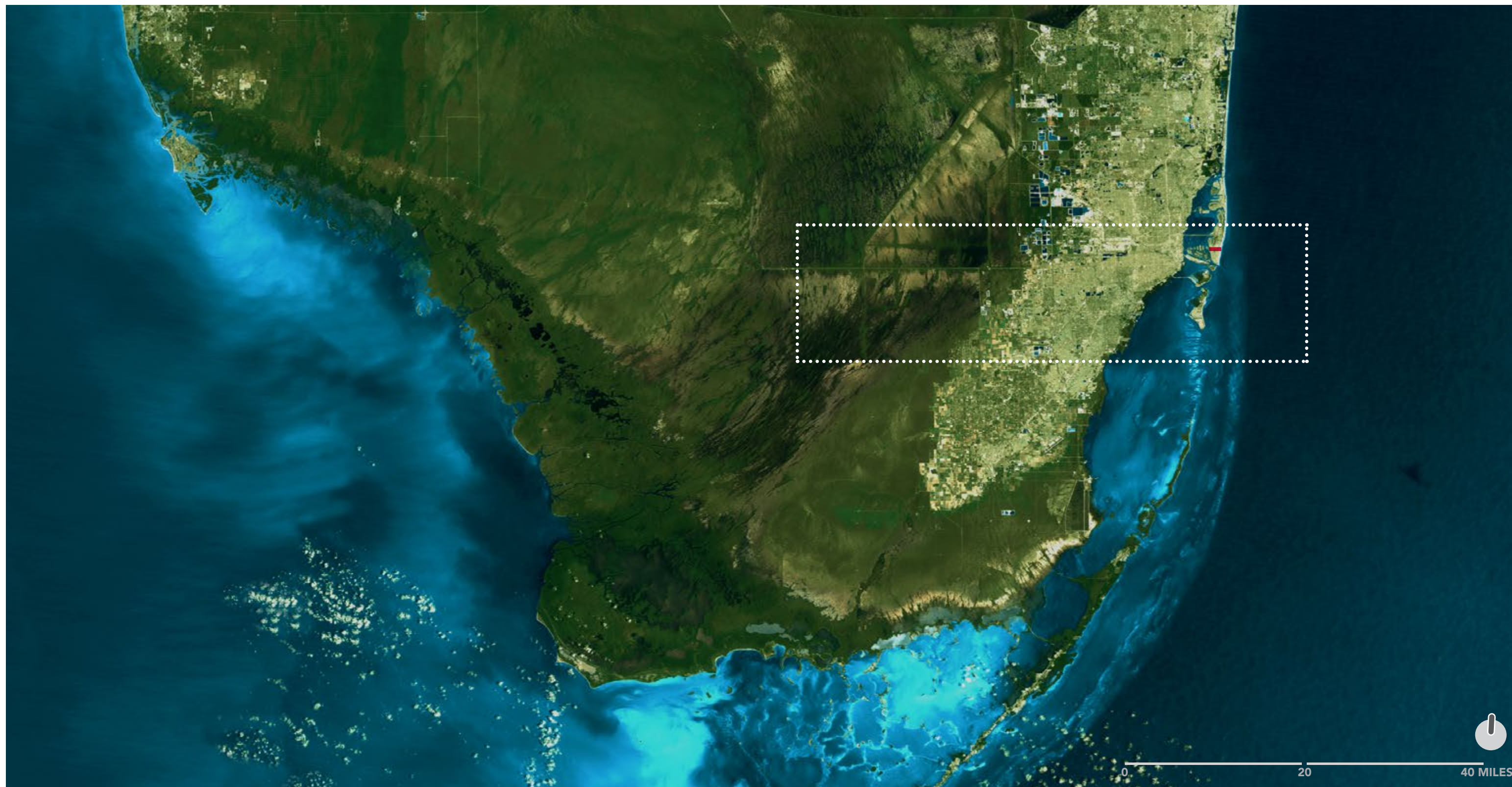
SITUATED IN A SUB-TROPICAL METROPOLIS

A Globally Significant Ecosystem

The Everglades comprise one of the world's largest and most ecologically significant wetland ecosystems. This massive, slow-moving basin of fresh-water wetlands once drained entirely into the Gulf of Mexico, but drastic human alterations for agriculture, flood control, land reclamation, and urban water provision have reduced the ecosystem by half, and channeled much of the freshwater flow into the Atlantic Ocean.

Though the Everglades appear relatively homogenous as seen from the sky, they are identified by the World Wildlife Federation as among the select few biodiversity hotspots left on the planet. Moreover, the influence of this ecosystem surpasses its perceived boundaries, as the freshwater that exits the Everglades plays a crucial role in the coastal marine habitats and barrier reefs that surround Florida, which protect the state from the pressures of the ocean, and provide sand for its world-class beaches. Together, coral reefs, mangrove forests, beaches, and everglades form a complete ecological transect; an interrelated set of ecosystems that move from lower to higher elevations.

Half of today's Everglades are a National Park, with the remaining half split between agricultural use and urban water reserves. Main threats to this ecosystem include; loss of habitat and biodiversity, saltwater intrusion, plummeting water tables, and aquifer contamination.



LANDSAT IMAGE OF SOUTH FLORIDA, 2011

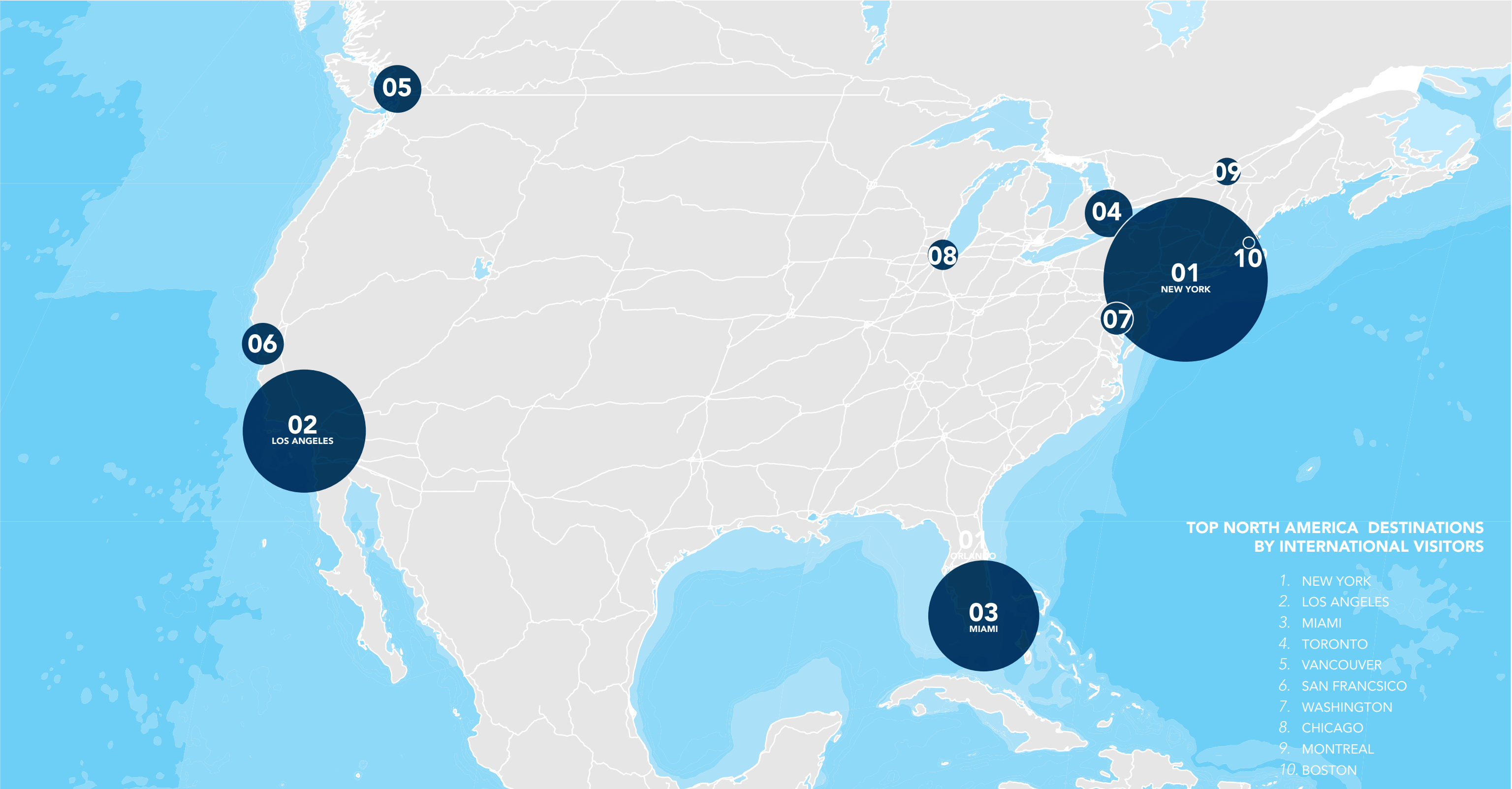
AN INTERNATIONAL DESTINATION

Airport Connections and Tourism

Miami is often referred to as the gateway, sometimes even the capital, of Latin America. A look at the direct flights offered from Miami International Airport supports this logic, as the airport covers nearly all of Latin America and offers connections to most major cities in Europe and the US. Of the top five airports by shared passenger volume, two are in South America, two in North America, and one in Europe.

150 DIRECT FLIGHTS TO MIAMI

41 MILLION PASSENGERS IN 2014



(Mastercard Global Destination Cities Index Report, 2013)

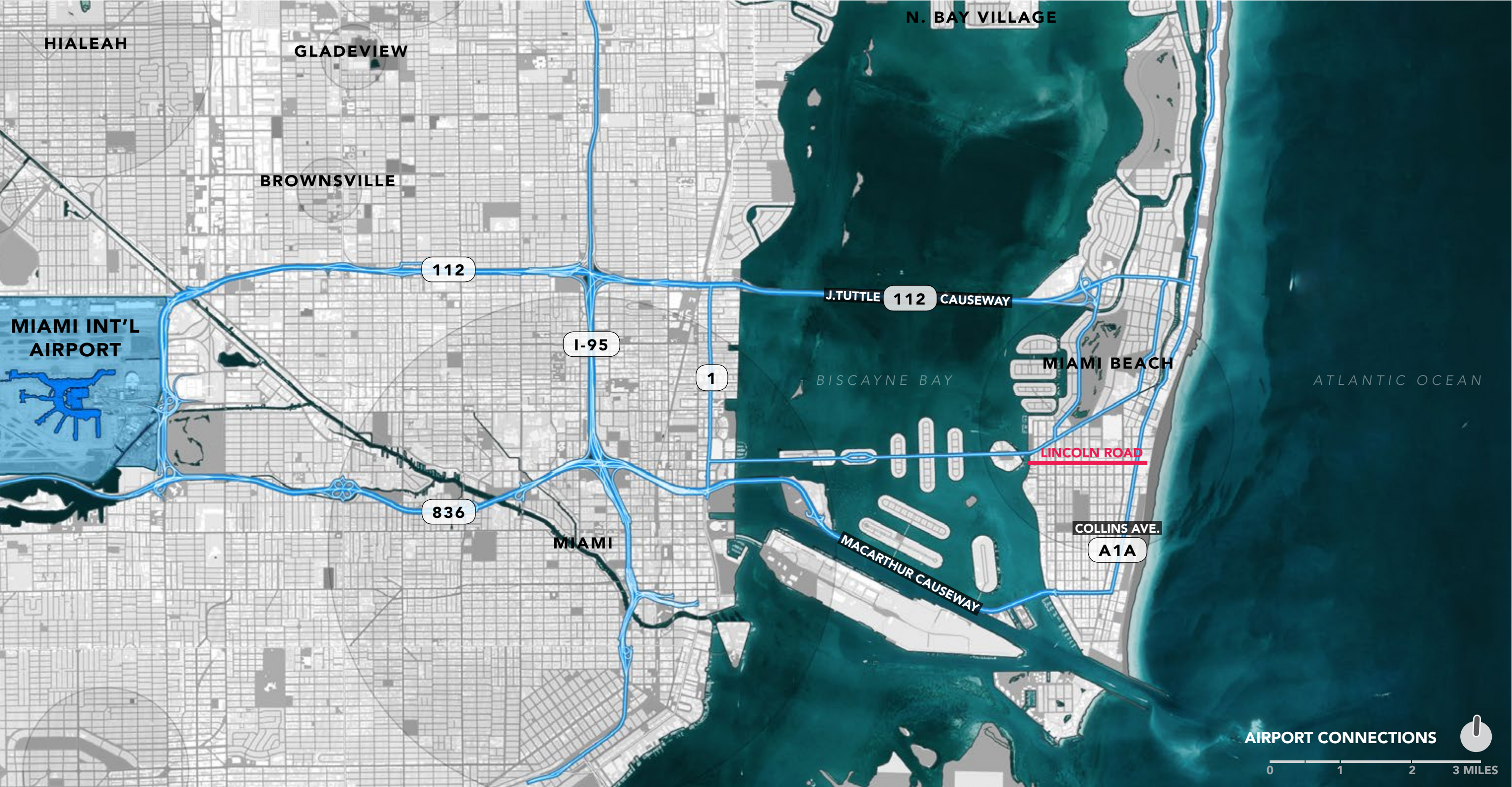
AN URBAN LABORATORY

Tropical Urbanism

The projection of the Miami Lifestyle has been continually reinforced through land speculation, prompting a rationalized system of subdivision, infrastructure development, and architecture. Indeed, the city's infrastructure prioritizes the most rapid delivery from airport to beach possible. Since the region has grown so rapidly, it has proved as a testing ground for architecture and engineering, attracting some of the world's greatest talents to design buildings and infrastructure. Many of the styles and innovations pioneered in South Florida have been exported to other similar tourist cities in the world.

The fact that much of this development occurred according to the logic of subdivision creates its own set of issues. The metropolis faces the continuing challenges of natural disaster resilience, water management, flood control, coastal management, and habitat loss. Many believe that Miami will have to remain at the cutting edge of landscape engineering in order to confront the global environmental challenges of the 21st century.

AIRPORT >> BEACH = 20 MINUTES

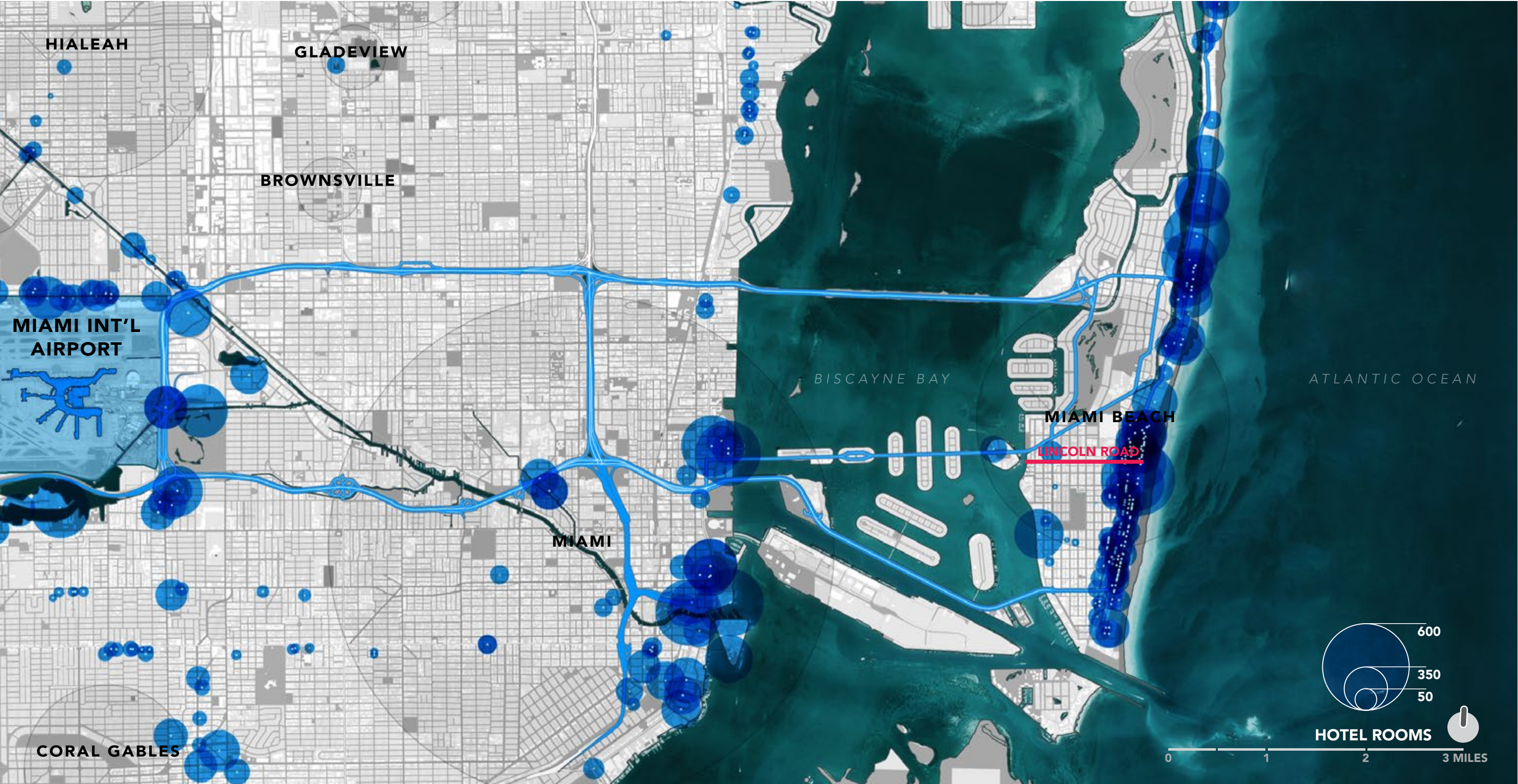


BUILT TO RECEIVE

Hospitality Infrastructure

Throughout Miami-Dade, hotel accommodations cluster around principle tourist infrastructure and attractions, namely, the beach, the downtown, and the airport. Since its most nascent stages as a city, Miami has sought to attract visitors with promises of luxury and exclusivity. No architecture expresses this better than that of the hotel, a dominant component in the skylines of Miami-Dade, and a source of much of the architectural innovation that spurred from the region through the last century.

12.6 MILLION HOTEL GUESTS A YEAR
52% AMERICAN 48% INTERNATIONAL



Miami Open Data , 2015

A SPINE OF CIVIC DIVERSITY

The Faces of Lincoln Road

Lincoln Road presents a true cross-section of Miami Beach culture.

Additionally, about 1 of every 3 visitors that stay overnight in Miami will take a trip to Lincoln Road. Despite this immense quantity of out-of-town visitors, the majority of Lincoln Road's patrons live in Miami-Dade. People go to Lincoln Road to meet, stroll, shop, dine, spectate, perform, and protest. The incredible diversity found on Lincoln Road is among its most redeeming virtues, and a large part of what makes it the quintessential icon of the Miami Region. This virtue will be imperative in defining the future role of Lincoln Road in a developing metropolis and a rapidly urbanizing world.

5-10 THOUSAND VISITORS TO LINCOLN ROAD A DAY
37% TOURISTS 63% LOCALS



PHOTOS: NEIL DE LA FLOR, JOAN GAGE

THE PEDESTRIAN STANDARD

Maintaining the Vision

Lincoln Road owes its fame to the famous makeover it received in the 1960s, when it was converted to an exclusively pedestrian thoroughfare. The same logic pioneered in this mid-century project drives great urban places today; namely, pedestrian priority over the automobile, a permeable and active street facade, spatial variety, high quality materials, and vegetation and shade. Since Lincoln Road's completion, cities around the world have repeated this pedestrian model and will continue to do so. Through the future, Lincoln Road has the potential to remain at the cutting edge as an exemplary public space, reasserting its civic relevance in a metropolis that is redefining urban lifestyles.

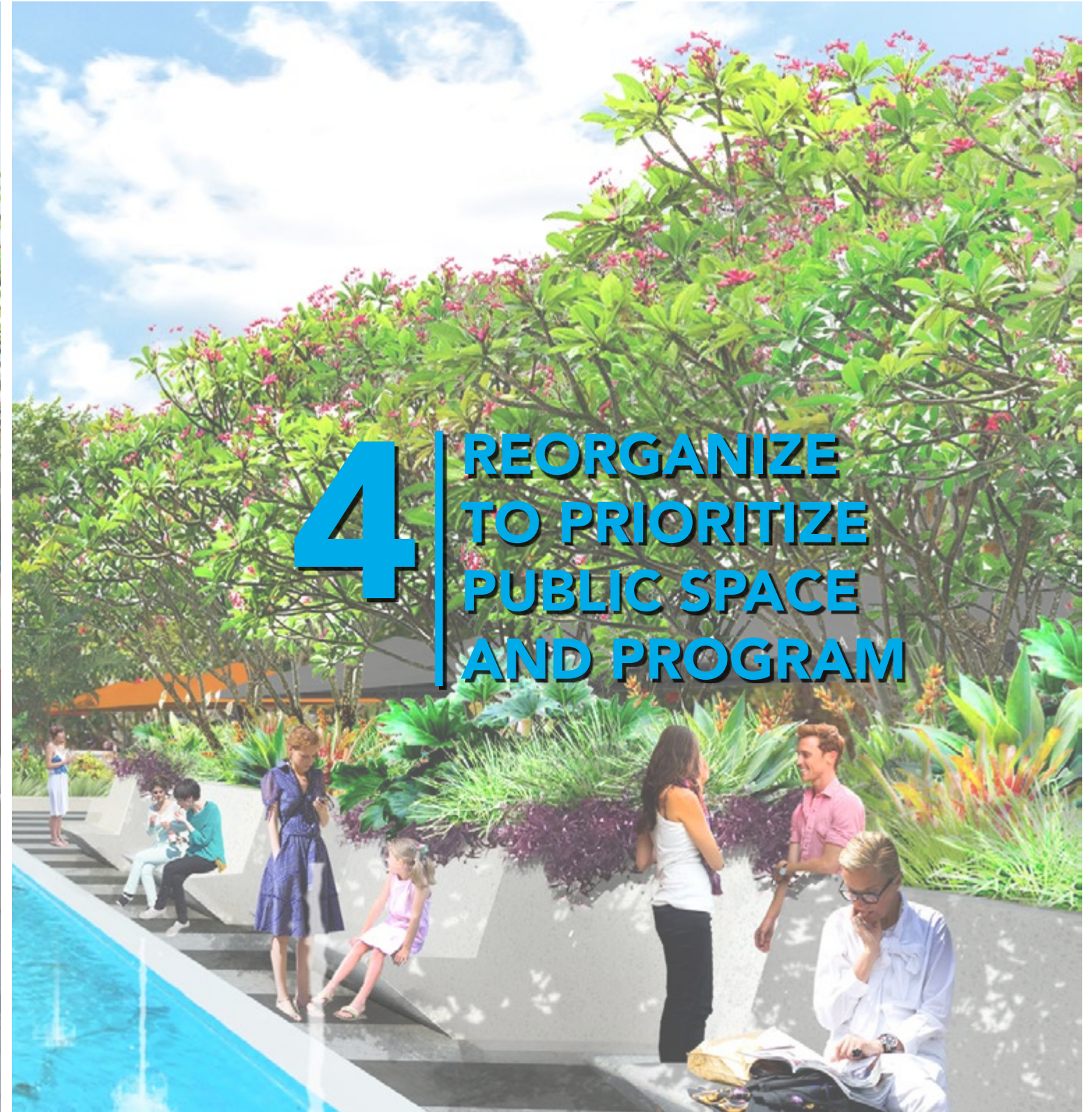


FOUR STRATEGIC APPROACHES:





**3 | ENHANCE
THE SHOPPING
AND DINNING
EXPERIENCE**



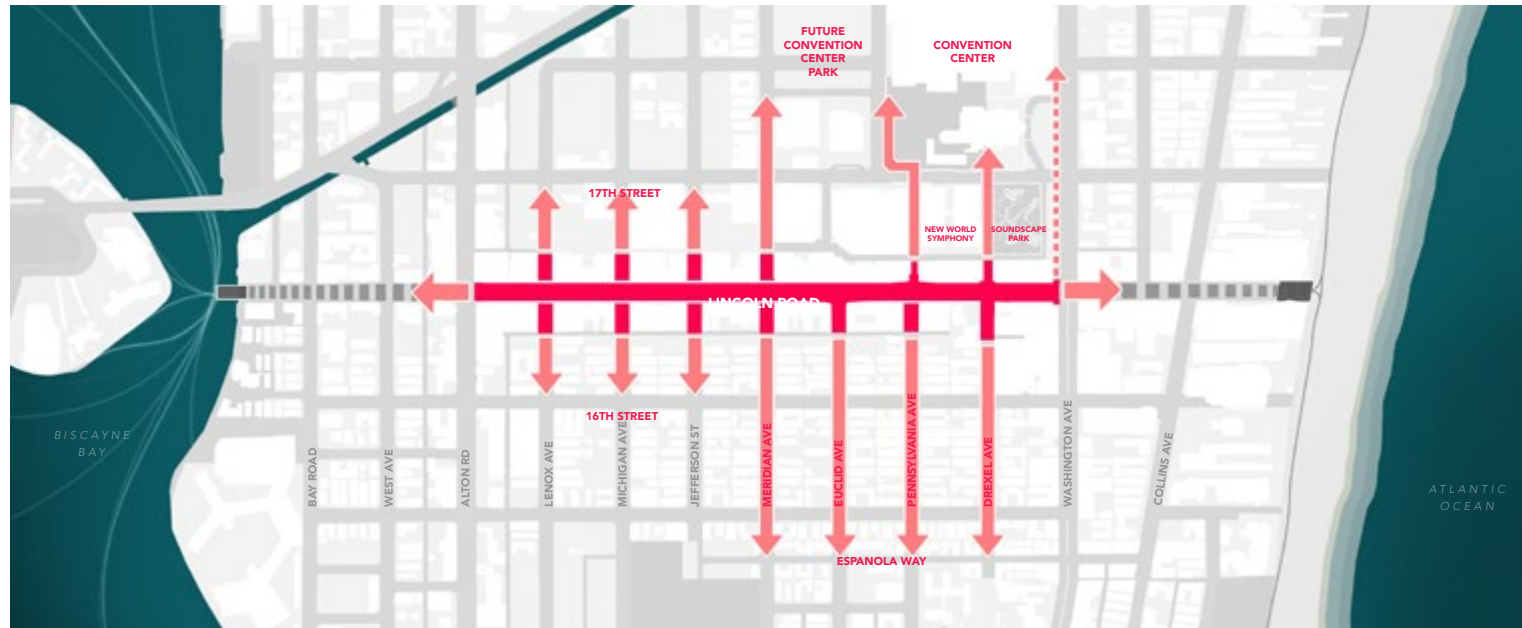
**4 | REORGANIZE
TO PRIORITIZE
PUBLIC SPACE
AND PROGRAM**

KEYS TOWARDS AN INTEGRATED DISTRICT

The Lincoln Road District Master Plan aims to expand and enhance the economic and social vibrancy of Lincoln Road by outlining key strategies towards creating an integrated district. In order to do so, we propose transforming what is currently the back of house of Lincoln Road including Lincoln Lanes North and South as well as the connecting north-south streets, into an improved, pedestrian oriented public-realm.

This type of large-scale improvement will be a long-term transformative process that must balance two approaches : operational and service changes along with physical improvements. Operational and service changes will aim to implement more efficient services that can allow for the removal of back-of-house infrastructure such as dumpsters and service alleyways from the public right-of-way. In turn , this change will allow for the physical transformation of these streets into distinct, commercial spaces that echo the inviting environment of Lincoln Road itself.

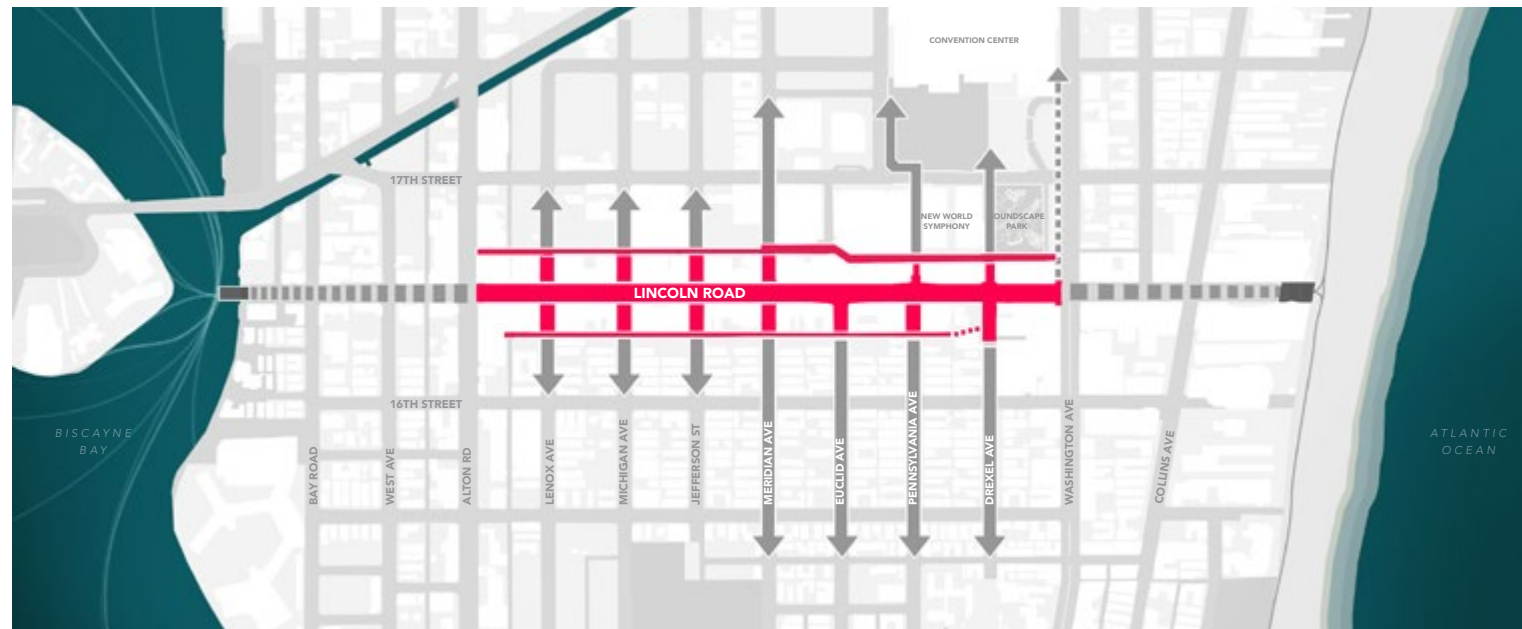
The work included on this document outlines a series of recommendations for consideration and further development in coordination the City of Miami Beach with the goal to begin implementing some of these changes as new business and building are developed along this area.



1 INTEGRATE ACCESS STREETS



2 CREATE A CONNECTED BIKE NETWORK & LOOP



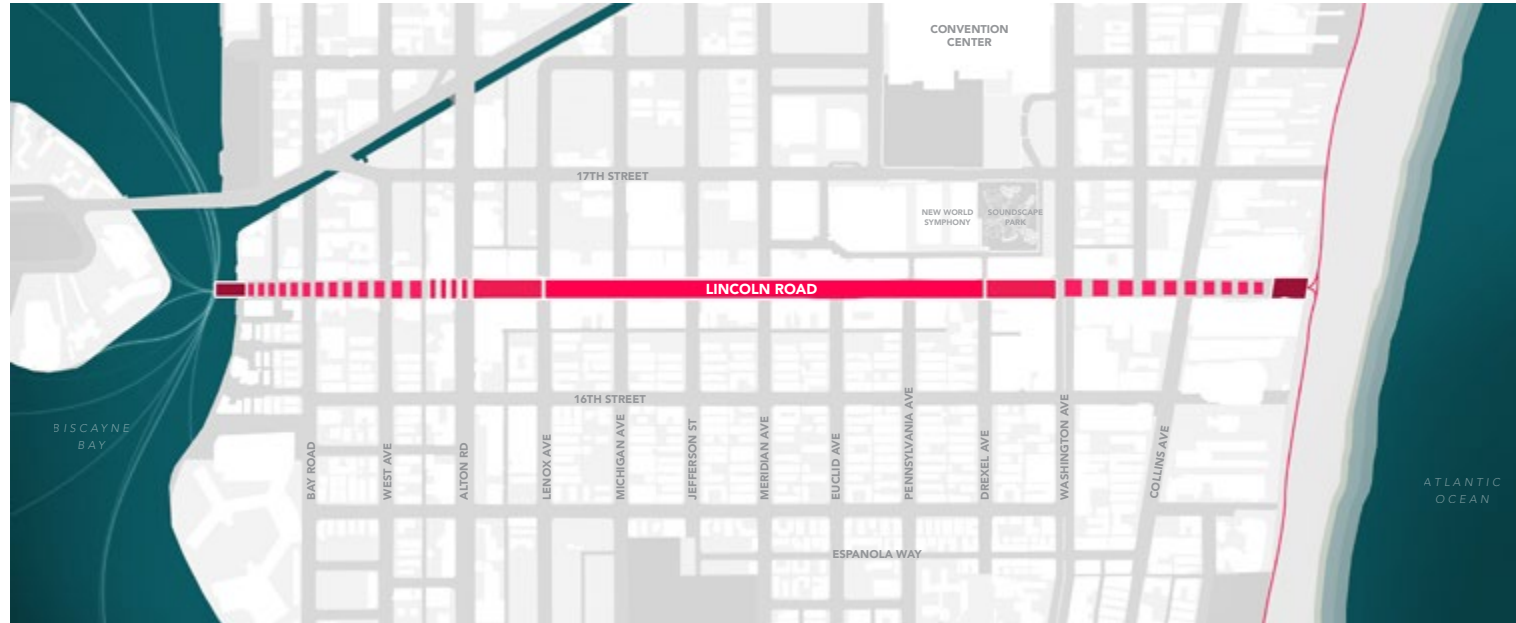
3 URBANIZE LINCOLN LANES



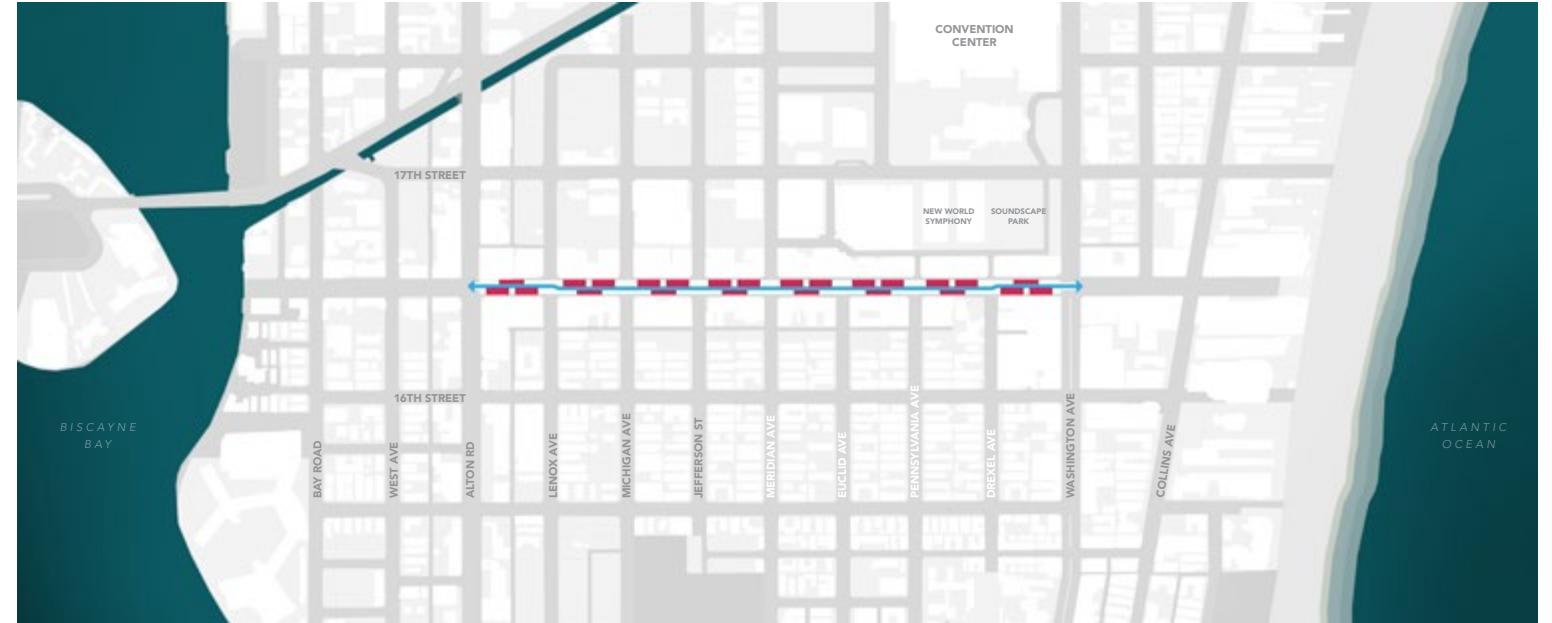
4 LEVERAGE UNDER-UTILIZED LOTS

STRATEGIES FOR A NEW LINCOLN ROAD

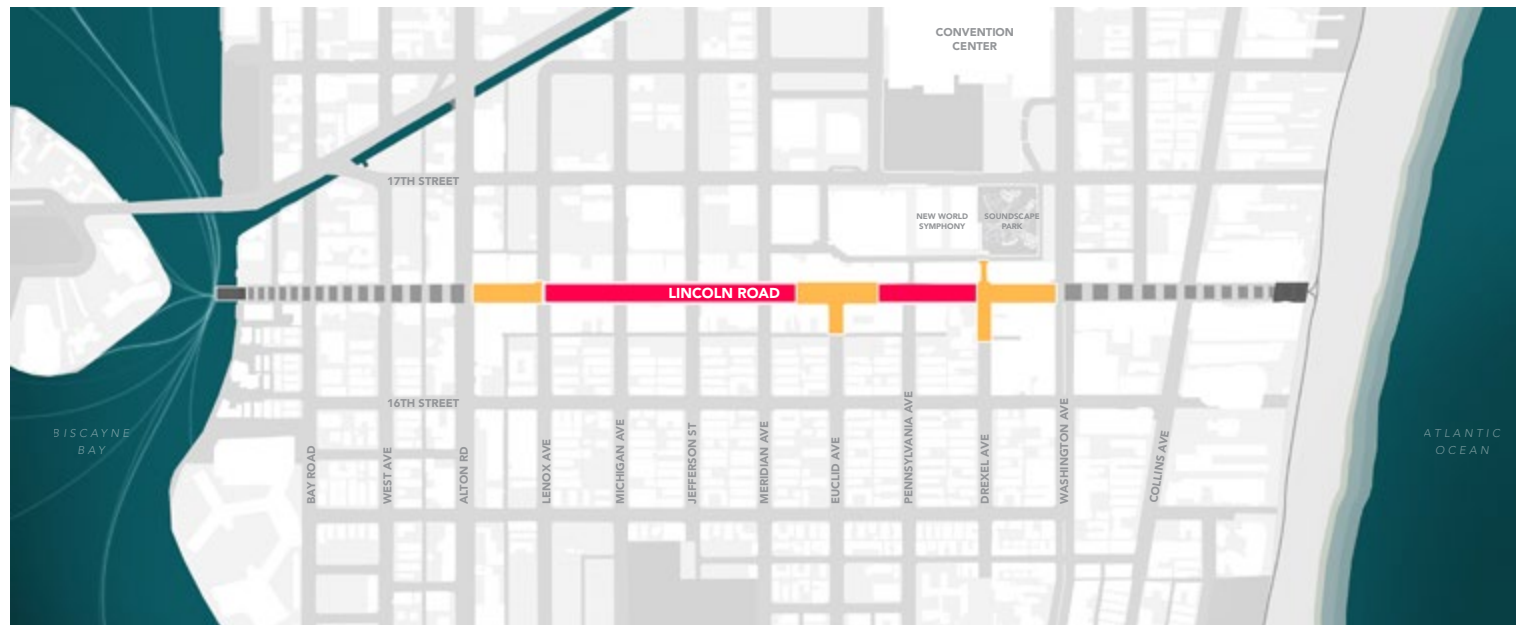
In addition to proposing operational and physical improvements for the Lincoln Road District, the master plan concentrates a greater level of detail in outlining improvements for the pedestrian portion of the Road extending from Washington to Lenox Avenues. The recommended improvements aim to enhance the aesthetic and social experience of Lincoln Road creating a world class, 21st century shopping and dining destination while addressing some of the bigger maintenance challenges that affect the Road today.



1 EMPHASIZE GATEWAYS



2 ORGANIZE THE LINE



3 CREATE THREE CIVIC ANCHORS

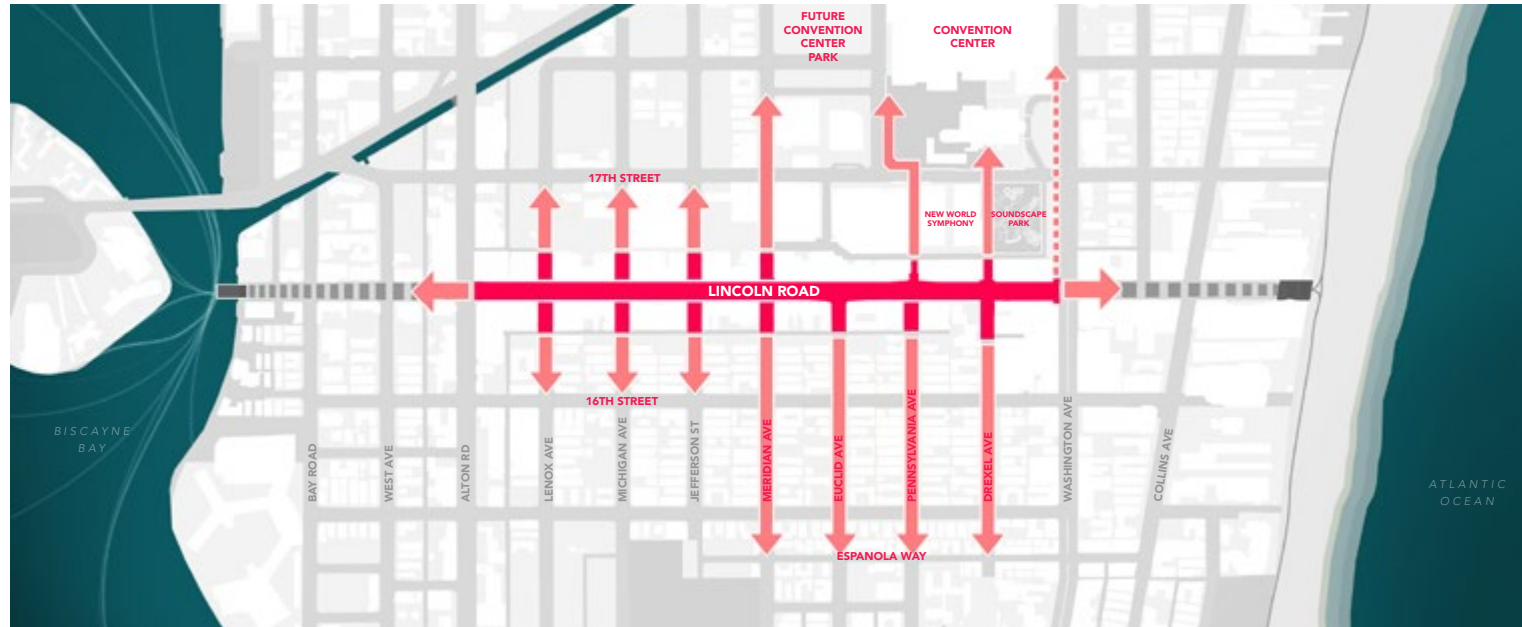


4 DEVELOP A COHESIVE DESIGN VOCABULARY

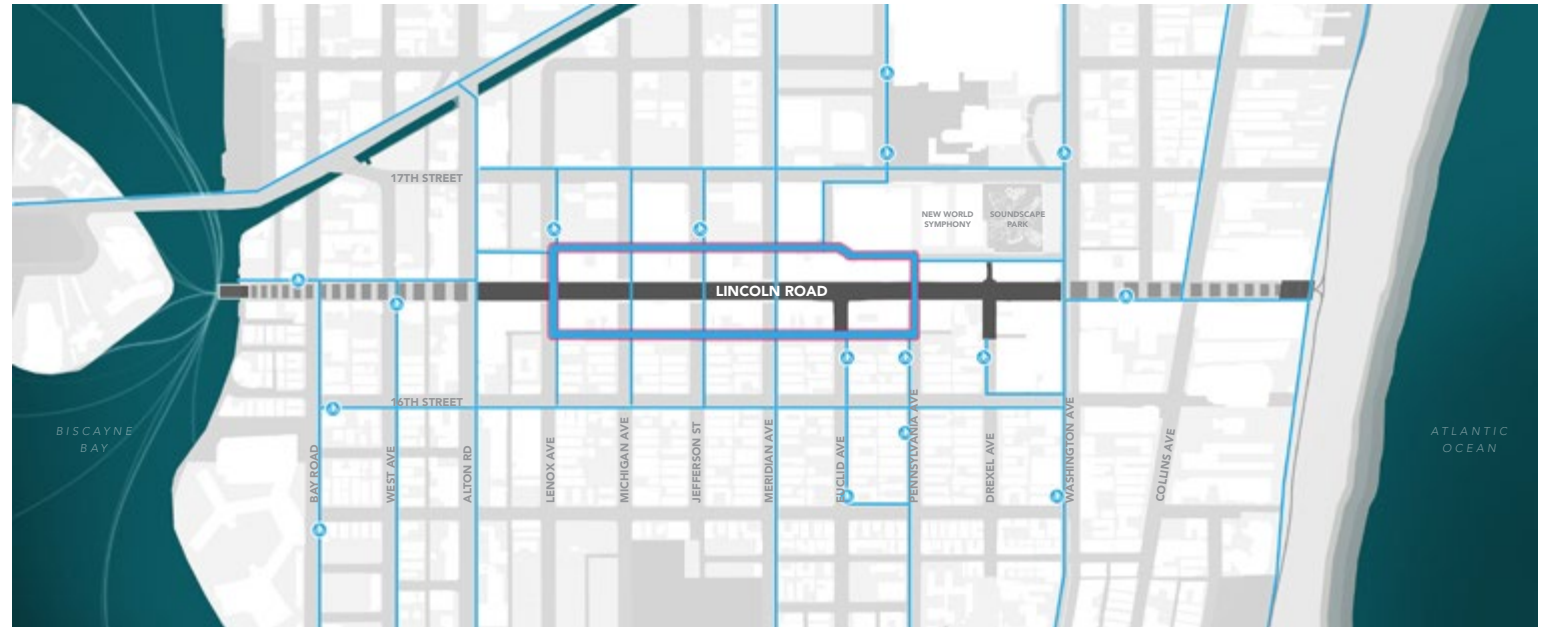
II. VISION

2.1 DISTRICT

TOWARDS AN INTEGRATED DISTRICT



- 1 **INTEGRATE ACCESS STREETS**
Extend the Lincoln Road experience to the access streets by:
 - » Widening sidewalks and enhancing streetscapes
 - » Employing traffic calming techniques at intersections
 - » Establishing temporary hours for selective street pedestrianization



- 2 **CREATE A CONNECTED BIKE NETWORK & LOOP**
 - » Tightly integrate the Lincoln Road District in the developing bike network of Miami Beach
 - » Activate Lincoln lanes with a bike loop reinforced by reorganized bike parking at edges of Lincoln Rd.



- 3 **URBANIZE LINCOLN LANES**
 - » Consolidate back of house services
 - » Establish delivery hours during late night / early morning
 - » Enhance streetscapes and encourage building frontages along Lincoln Lanes



- 4 **LEVERAGE UNDER-UTILIZED LOTS**
 - » Encourage infill development to create urban frontages along Lincoln Lanes



TOWARDS A COMPLETE DISTRICT

PHYSICAL IMPROVEMENTS

Marking the Lincoln Road District with Design

This master plan aims to expand and enhance the economic and social vibrancy of the *Lincoln Road* District through design in the public realm. To expand the success of the Lincoln Road Pedestrian Mall, a package of physical improvements are recommended for the public right of way in the *Lincoln Road District*, to distinguish this as a truly unique place and to make for a truly exceptional urban experience.

INSTALL BIKE LANES

The *Lincoln Road District* will be composed of well-crafted, multi-modal streets, that demonstrate the viability of Miami Beach as a world-class bike city.

PROVIDE BIKE PARKING

Strategically located bike parking along with other design elements (lighting, vegetation, etc.) will provide a visual cue to demarcate the *Lincoln Road District*. Ample bike parking will be provided at the edges of the pedestrian portion of Lincoln Road, to reinforce each of the access streets as a gateway to the Lincoln Road Mall, and to free up space along the pedestrian corridor,

PLANT STREET TREES

Street trees shall help distinguish the *Lincoln Road District* as a world-class pedestrian precinct.

WIDEN SIDEWALKS & USE PAVING STRATEGICALLY

The streets adjacent to Lincoln Road are notably less inviting for the pedestrian. A general strategy to alleviate this is to simply give space back to the pedestrian throughout the *Lincoln Road District* by widening sidewalks. While improving the quality of surfaces in the *Lincoln Road District* as a marker of the district boundaries and as a device to provoke caution from motorists.

CARVE OUT SPACE FOR NEW SIDEWALK CAFES

In addition to creating a more friendly environment for the pedestrian, wider sidewalks will will expand Lincoln Road's economic vibrancy, as cafes and shops may comfortably inhabit the streets adjacent to Lincoln Road.



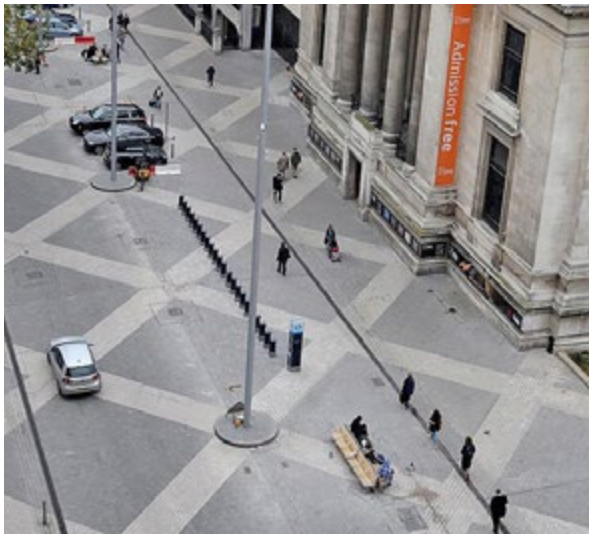
INSTALL BIKE LANES



PROVIDE BIKE PARKING



PLANT STREET TREES



WIDEN SIDEWALKS & USE PAVING STRATEGICALLY



CARVE OUT SPACE FOR NEW SIDEWALK CAFES

TOWARDS A COMPLETE DISTRICT

OPERATIONAL & SERVICE IMPROVEMENTS

Transforming the “Back of House”

Lincoln Lanes North and South currently act as service alleys to Lincoln Road. These spaces are typified by utility areas, inconsistent parking for delivery and commuter vehicles, and dumpsters for weekly trash storage. The conversion of these spaces to vibrant urban passages is essential to the realization of a *Lincoln Road District*.

Many cities have demonstrated the ability to convert service alleys to quality spaces for the public through service improvements. This usually occurs as real estate value increase, and urban space grows to a premium. Nolita in New York City, the Mission in San Francisco, Pioneer Square in Seattle, and Sol in Madrid are a few examples of entire districts that are thatched with shared public ways - formerly alleyways.

Because the current function of these lanes is so essential to the businesses along Lincoln Road, a set of operational and service improvements must be undertaken before any physical or architectural improvements.

ELIMINATE DUMPSTERS

The City of Miami Beach building department is requiring new commercial development to include indoor, air-conditioned storage for building waste in an effort to free the public right-of-way of unsightly and cumbersome dumpsters. On existing businesses, this goal can also be accomplished by offering more frequent collections.

COLLECT TRASH DAILY

The average restaurant/cafe produces roughly 1.5 yards³ of waste per week, for every 1,000 square feet of leasable building area. This would fill one small dumpster (7' x 3.5' x 3') or alternatively, three 95 gallon waste bins. By moving from weekly trash collection to daily trash collection, the *Lincoln Road District* could limit trash storage to moveable waste bins, and free up space for the public realm.*

ENCOURAGE DEVELOPMENT

There are various under-utilized, city-owned surface parking lots in close proximity to Lincoln Road. This space is likely to be developed incrementally through revenue-generating public-private partnerships. Improvements to the public realm may catalyze this process, or conversely, new developments may contribute to public space improvements. Either scenario should strengthen the identity and functionality of the *Lincoln Road District*.

LEVERAGE NEW DEVELOPMENT TO HOST DISTRICT UTILITIES

New development in the district might be considered to host district-specific utilities, such as trash compactor systems, local power stations, and shared grease traps (per block).

IMPLEMENT DELIVERY SCHEDULE

To ensure the new urban character of the service roads around Lincoln Road, a delivery schedule might be limit service traffic to off-peak visitation hours.



ELIMINATE DUMPSTERS



COLLECT TRASH DAILY



ENCOURAGE DEVELOPMENT



LEVERAGE NEW DEVELOPMENT TO HOST DISTRICT UTILITIES



IMPLEMENT DELIVERY SCHEDULE

*Space Allocation Guide For Trash And Recycling for New Commercial Construction and Remodel. City of Santa Barbara, Department of Public Works. www.sbrecycles.org

ALLEYWAYS CONVERSION: REFERENCE 01

SEATTLE

An Attractive “Back of the House”

The city of Seattle has undergone a formidable urban transformation over the past 20 years. Much of this transformation is owed to meticulous interventions in the public realm, particularly streets. The Clear Alleyways Program designated a network of alleys in the Pioneer Square neighborhood of downtown Seattle to undergo a rigorous aesthetic overhaul and a variety of complimentary programmed events and art installations. The program offered increased trash collection frequencies and mandated the replacement of dumpsters with smaller receptacles. Also, back-of-house delivery and service hours were restricted to a specific schedule to liberate the alleyways from constant obstacles.

Where shop fronts or other active street frontages are not feasible, the program suggests subtle aesthetic improvements, including paving, planters, and lighting.

CLEAR ALLEYWAYS PROGRAM IMPROVEMENTS

- » Mandated smaller trash receptacles
- » Increased trash collection frequency
- » Restricted delivery and trash collection schedule



CANTON ALLEY, SEATTLE



POST ALLEY, SEATTLE



NORD ALLEY, SEATTLE: BEFORE AND AFTER



SOURCES:

SEATTLE CLEAR ALLEY PROGRAM: [HTTPS://SEATTLECAP.WM.COM/](https://seattlecap.wm.com/)
SEATTLE RIGHT OF WAY DESIGN GUIDELINES: [HTTP://WWW.SEATTLE.GOV/TRANSPORTATION/ROWMANUAL/](http://www.seattle.gov/transportation/rowmanual/)

ALLEYWAYS CONVERSION: REFERENCE 02

SAN FRANCISCO

An Attractive “Back of the House”

Like Seattle, the city of San Francisco has an ambitious and successful program for street design and improvement through all scales of the urban realm. Of particular note in the *San Francisco Better Streets Plan* are the meticulous classifications of street type, from alleyway to park-front street, to parkway. Each street type offers a set of guiding principles and considerations. Also noteworthy, is the important distinction between the “residential alley” and the downtown commercial alley, which is redefined as the “shared public way”. The plan offers successful examples of such conversions in San Francisco and elsewhere.

SAN FRANCISCO “SHARED PUBLIC WAY” RECOMMENDATIONS

- » Mandated smaller trash receptacles
- » Convert the entire ground surface to the same grade
- » Install landscape amenities, seating, vegetation, lighting etc.
- » Restricted delivery and trash collection schedule



TYPICAL ‘BEFORE’ CONDITION: ST. GEORGE ALLEY



ALLEYWAY CONVERSION (SHARED PUBLIC WAY); HOTALING STREET
*Note: Smaller trash receptacles circled above are collected daily.



ALLEYWAY CONVERSION; LINDEN ALLEY

SOURCES:

SAN FRANCISCO STREET DESIGN GUIDELINES: [HTTP://WWW.SFBETTERSTREETS.ORG/](http://www.sfbetterstreets.org/)
SAN FRANCISCO BETTER STREETS PLAN: [HTTP://WWW.SF-PLANNING.ORG/FTP/BETTERSTREETS/PROPOSALS.HTM#FINAL_PLAN](http://www.sf-planning.org/ftp/betterstreets/proposals.htm#final_plan)
MARKET-OCTAVIA LIVING ALLEYS PROGRAM: [HTTP://WWW.SF-PLANNING.ORG/INDEX.ASPX?PAGE=3510](http://www.sf-planning.org/index.aspx?page=3510)

DISTRICT ORGANIZATION

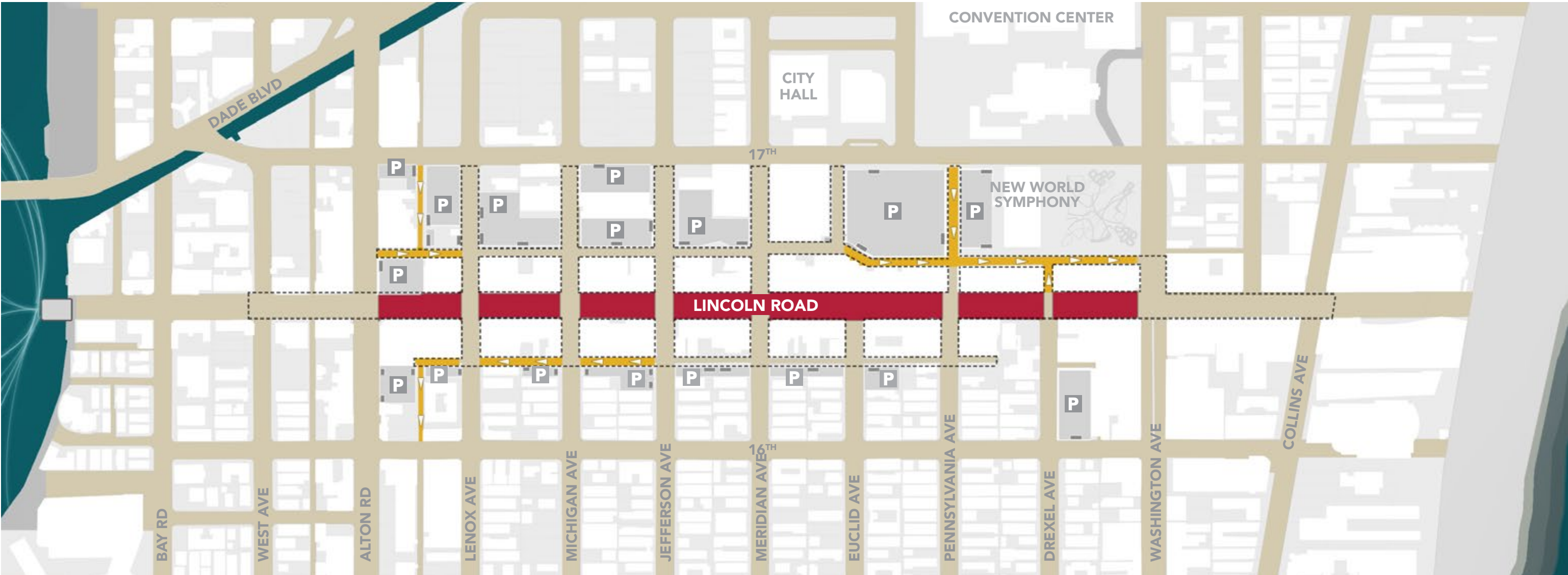
EXISTING CONDITION

Introducing Diversity in the Hierarchy of Streets

As a relatively young city, Miami Beach has yet to develop a robust hierarchy of urban street types between the exclusively-pedestrian street and the highly trafficked multi-modal street. Here, the urban fabric is dominated by two-way arterial streets, which are strongly contrasted by the singular pedestrian mall (Lincoln Road). An opportunity to diversify the street network arises as the influence of Lincoln Road stretches outward. The first steps toward a *Lincoln Road District* are to redefine the street types around Lincoln Road, introducing new corridors for pedestrians and cyclists, and reflecting the shifting logistical

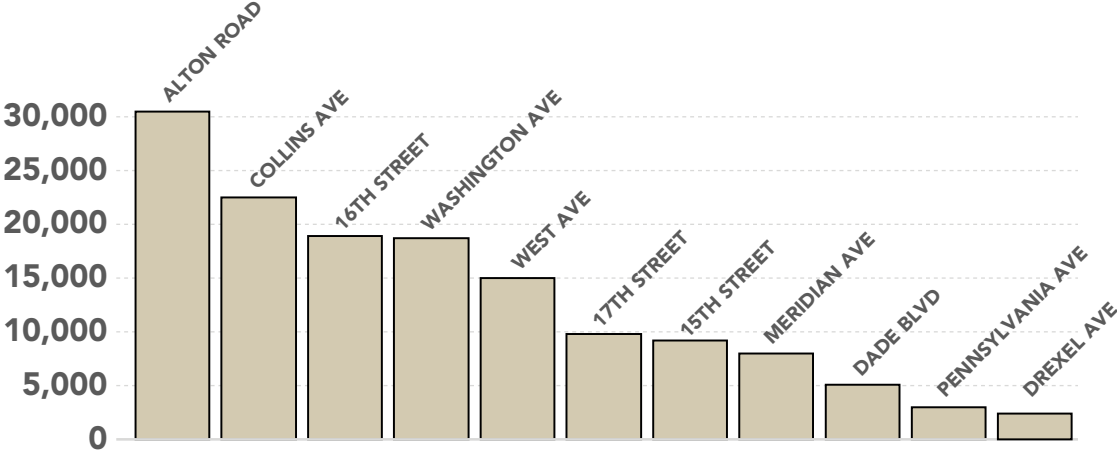
needs of the bustling pedestrian mall. Lincoln Lanes play a major role in this redefinition, as they, along with the narrow and scarcely trafficked Pennsylvania Avenue, are converted to one-way streets. Such changes will allow for a consistent, flexible, and pedestrian friendly character along Lincoln Lanes, while at the same time establishing clearer connections between Lincoln Road and neighboring institutions, such as the Convention Center, City Hall and the New World Symphony and Soundscape Park.

- PROJECT AREA
- PARKING (EXISTING)
- PARKING EGRESS
- TWO-WAY STREET (EXISTING)
- ONE-WAY STREET (EXISTING)
- PEDESTRIAN (EXISTING)



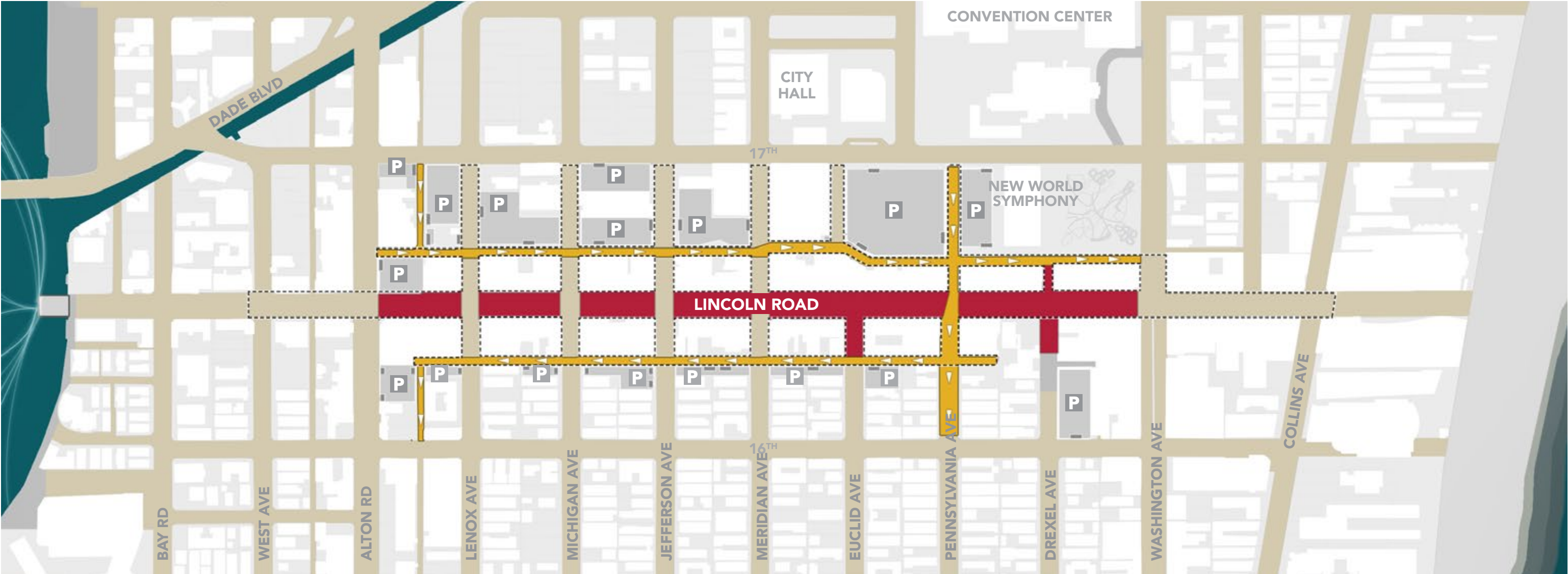
DISTRICT ORGANIZATION

PROPOSED CONDITION



DAILY TRAFFIC VOLUME
 Average (Annual) Daily Trips: Florida Department of Transportation, 2015

- PROJECT AREA
- PARKING (EXISTING)
- PARKING EGRESS
- TWO-WAY STREET
- ONE-WAY STREET (PROPOSED)
- PEDESTRIAN (PROPOSED)



STREET IMPROVEMENT CATALOGUE

ENHANCING THE PEDESTRIAN EXPERIENCE

Public Space Upgrades

The remainder of this chapter focuses on physical and programmatic improvements for achieving the newly suggested organization of streets around Lincoln Road, in order to form a coherent, prosperous and attractive *Lincoln Road District*.

To complement the prior-suggested reorganization of streets, the following key upgrade strategies are recommended for the *Lincoln Road District*:

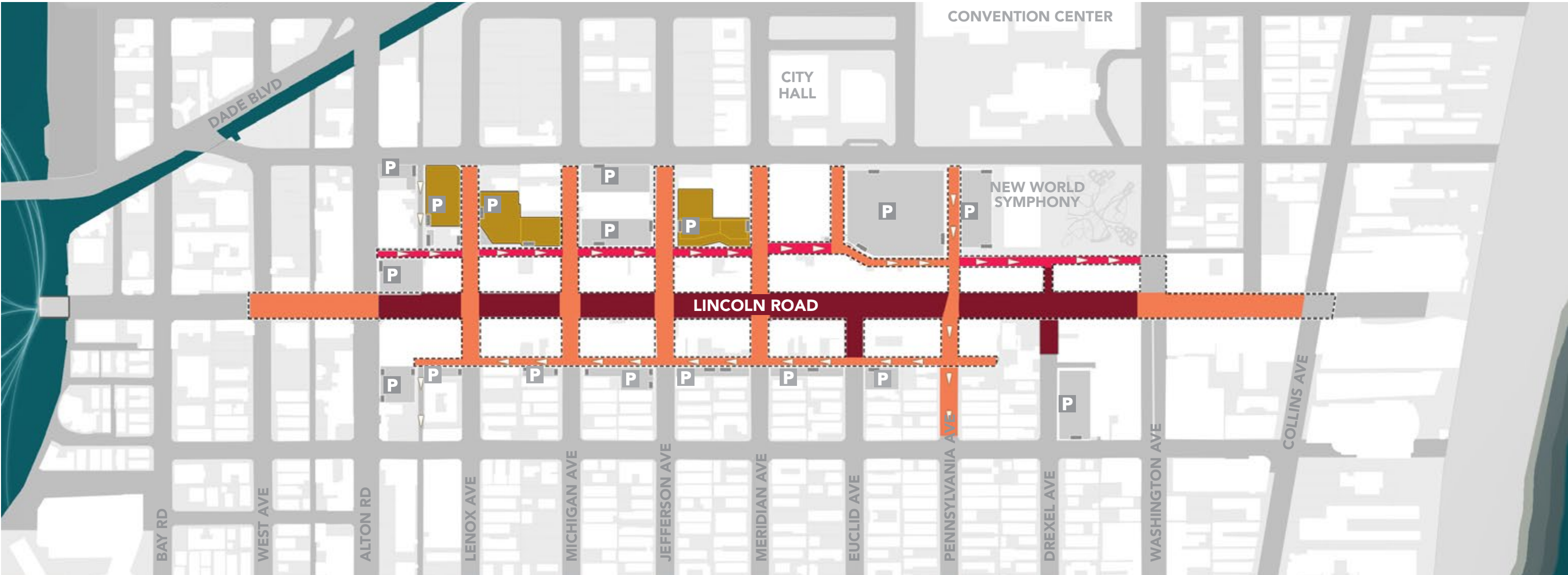
- » The synthesis of new public space strategies and new development along Lincoln Lane North
- » Upgrades to the north-south streets that cross Lincoln Road to make the streets more appealing for the pedestrian and cyclist, and to complement the commercial success of Lincoln Road
- » Restricted vehicular access during specific hours on Lincoln Lane North
- » The installation of grease traps on each block of Lincoln Lane North and Lincoln Lane South

NEW DEVELOPMENT

IMPROVED STREETSCAPE

PEDESTRIAN (OCCASIONAL)

PEDESTRIAN (PERMANENT)



STREET IMPROVEMENT CATALOGUE

ENHANCING THE BIKE NETWORK

At the Center of the Network

The suite of upgrades suggested for the *Lincoln Road District* compliments the growing bicycle network of the City of Miami Beach.

Preliminary recommended interventions include:

- » The installation of an 8' wide bike loop along Lincoln Lanes*
- » The installation of 8' wide bike lanes on north south streets indicated for improvement*
- » The relocation of random bike parking areas to strategic gateway locations throughout the *Lincoln Road District*.

P

PARKING

BUS ROUTE

■

TRANSIT STOP

—

NEW BIKE LOOP

—

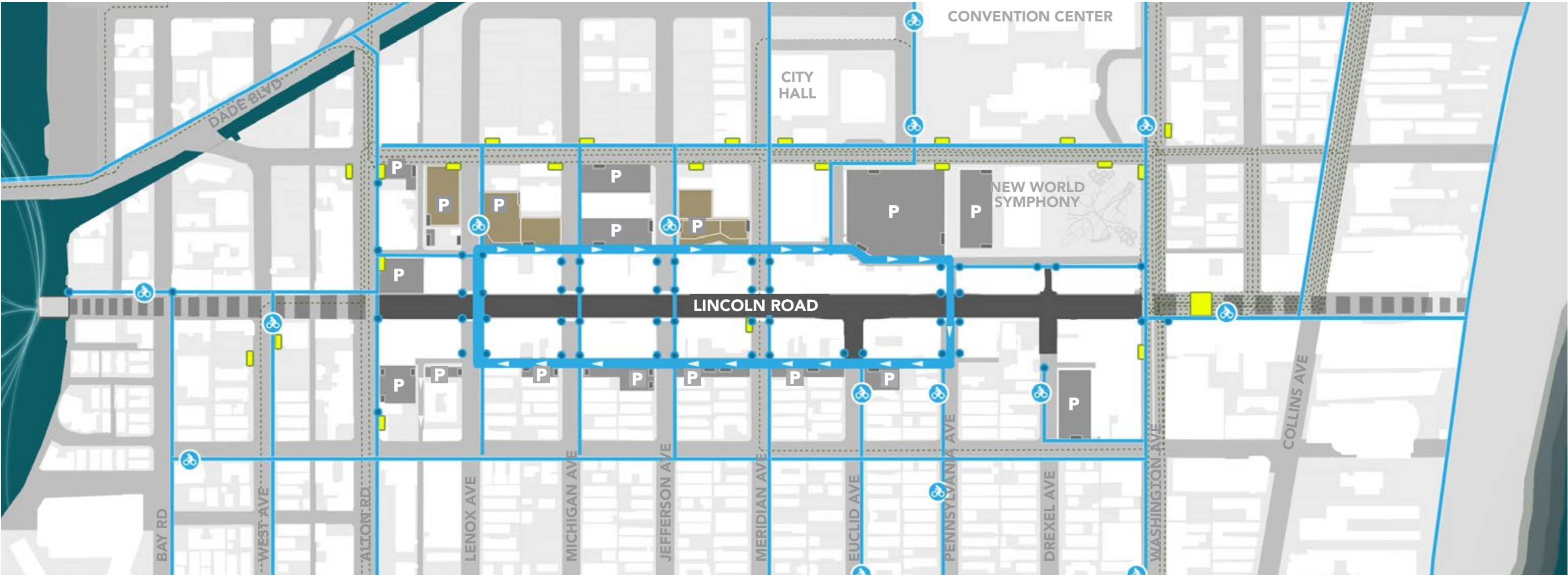
MIAMI BEACH BIKE LANE

⚙

CITIBIKE® STATION

●

PROPOSED BIKE PARKING



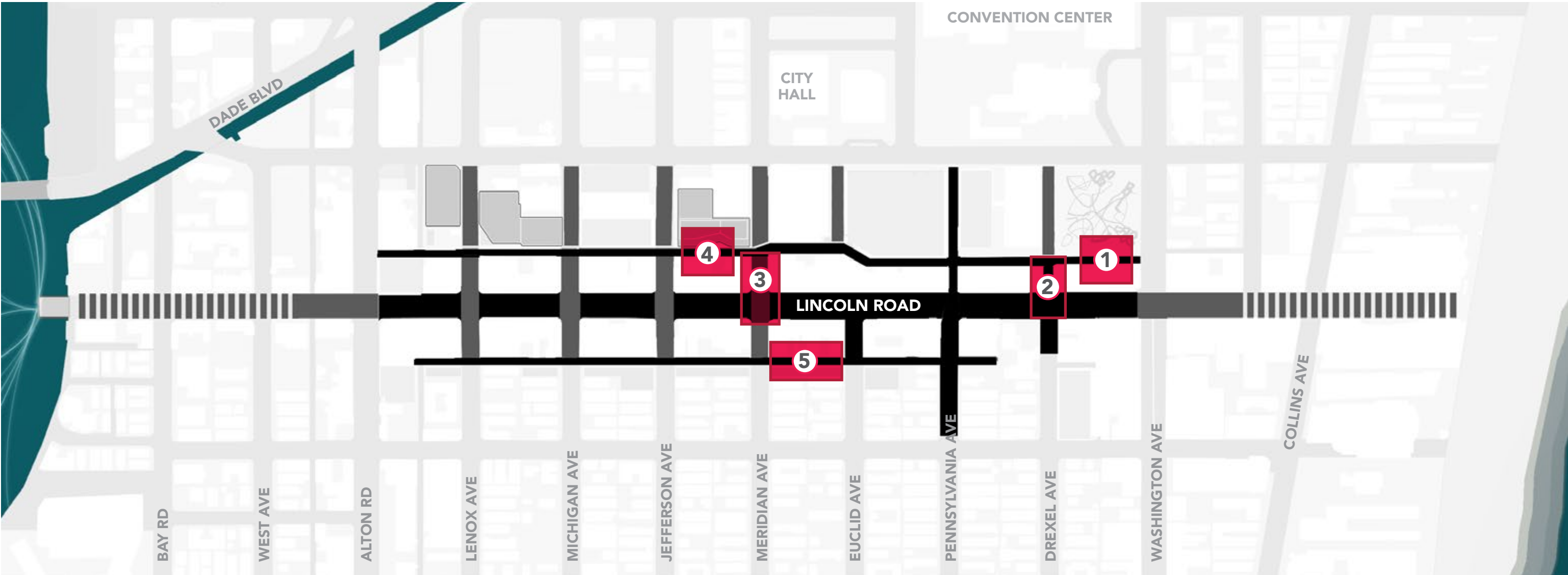
* Bike lanes to be on the same level as street, and always flowing in the direction of the adjacent traffic lane
See the Miami Beach Street Design Guide

PILOT PROJECTS CATALYSTS FOR A TRANSFORMED DISTRICT

The Urban Acupuncture Approach

As a means to stimulate the physical transformation of Lincoln Road into *Lincoln Road District*, the following five street improvement pilot projects suggest a necessary point of departure. Each project explores a unique condition surrounding Lincoln Road in order to demonstrate the basic design principles for establishing a well-functioning, attractive, and recognizable district.

- 1 THE PARK-FRONT STREET:** Lincoln Lane North (400 Block)
- 2 THE PEDESTRIAN STREET:** Drexel Avenue between Lincoln Lane N. & Lincoln Lane S.
- 3 THE SHARED ARTERIAL:** Meridian Avenue North of Lincoln Road
- 4 THE SHARED LANE:** Lincoln Lane North (800 Block)
- 5 THE GARDEN ALLEYWAY:** Lincoln Lane South (700 Block)



CRITICAL ADJACENCIES

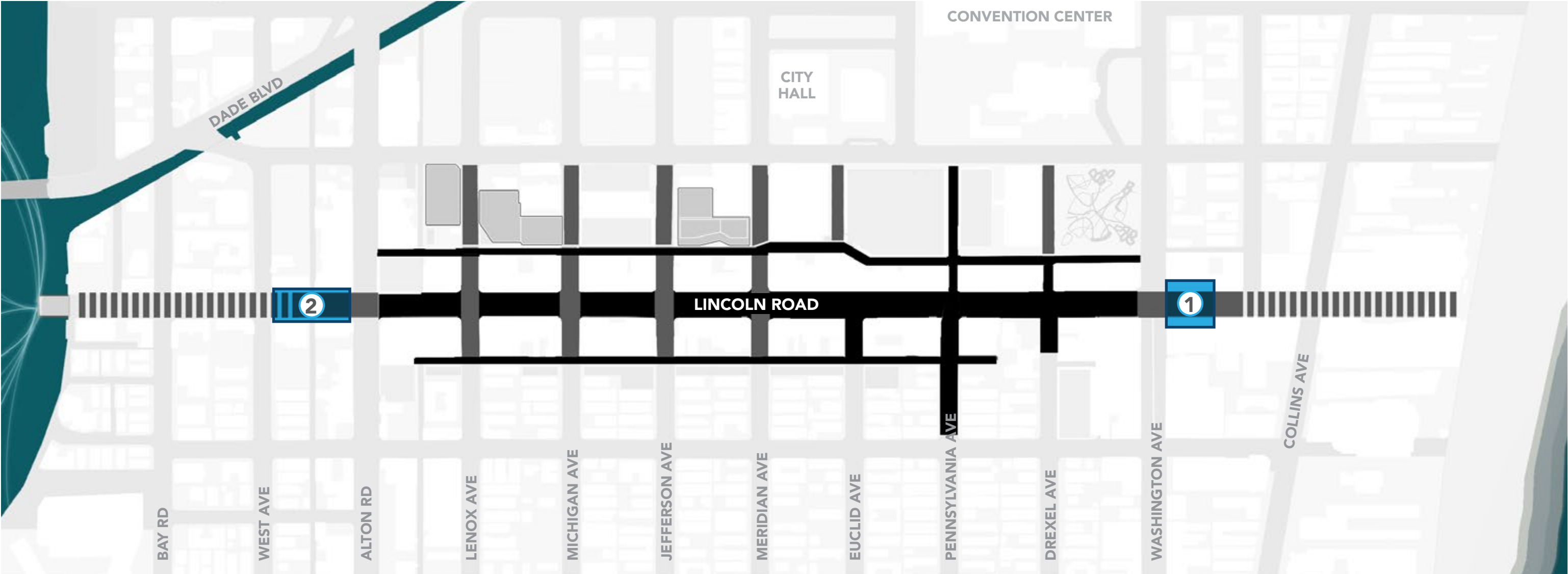
OPPORTUNITIES TO EXTEND THE LINCOLN ROAD DISTRICT DESIGN LANGUAGE

The Urban Acupuncture Approach

Moving outward from the *Lincoln Road District*, there are two significant gateways that will enhance the connections between Lincoln Road and the rest of the metropolis.

- 1. The 1200 block of Lincoln Road acts as a logical extension of the character of Lincoln Road, as new commercial developments (under planning) build upon the success of the Lincoln Road commercial corridor.
- 2. On the beach side of Lincoln Road, the heavily trafficked transit stops on the 300 block of Lincoln Road offer an opportunity to greatly enhance the arrival experience to those who commute to Lincoln Road.

- ① **THE TRANSIT STREET:** Lincoln Road (200-300 Blocks)
- ② **THE COMMERCIAL EXTENSION:** Lincoln Road (1200 Block)



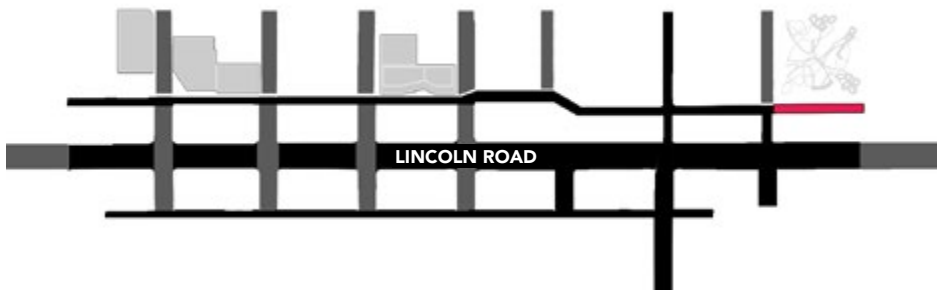
1 THE PARK-FRONT STREET

LINCOLN LANE NORTH (400 BLOCK)

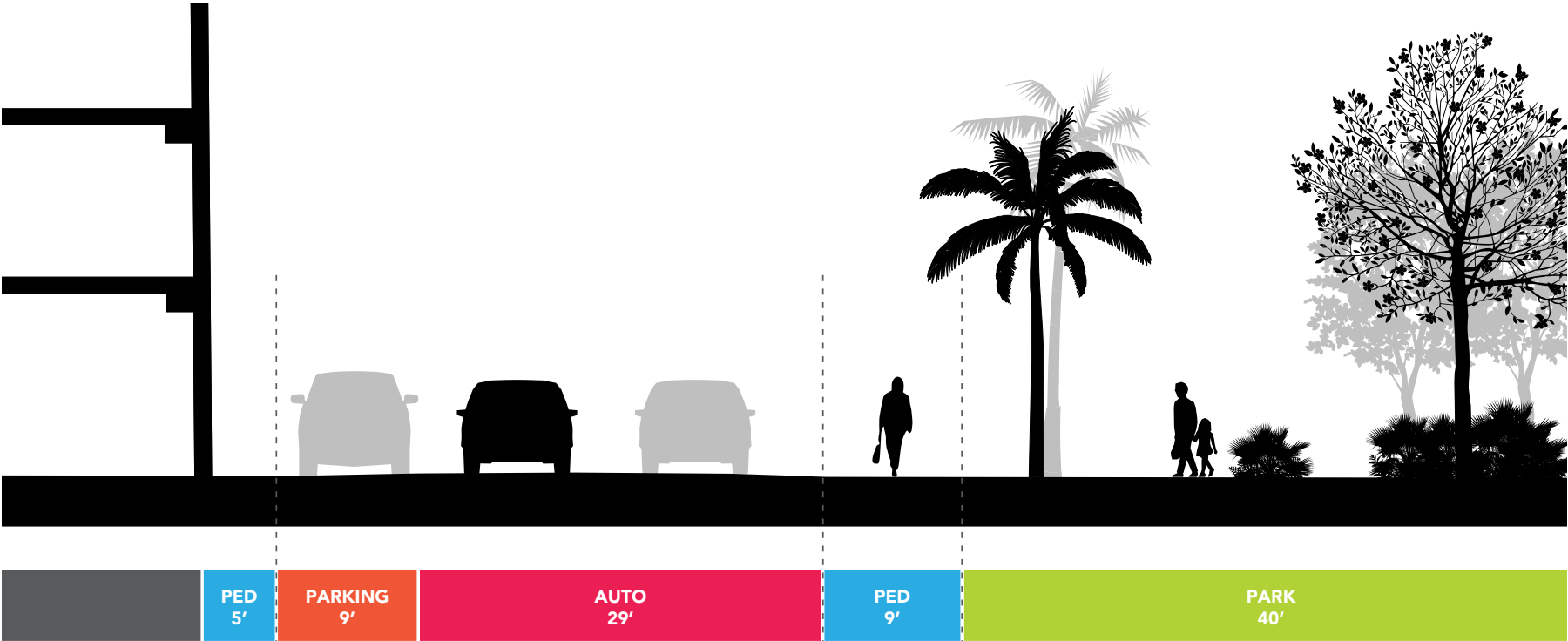
Pilot Project 01

A great park, plaza, or square is not merely defined by what it contains within its confines, it is also heavily influenced by what bounds it on the edges. Soundscape Park is very well coordinated with the New World Symphony but is unfortunately disengaged from its other three sides, and therefore suffers limited usage. With two of those sides being major urban roadway, the 400 block of Lincoln Lane North is the only viable opportunity to help activate the park with urban programming.

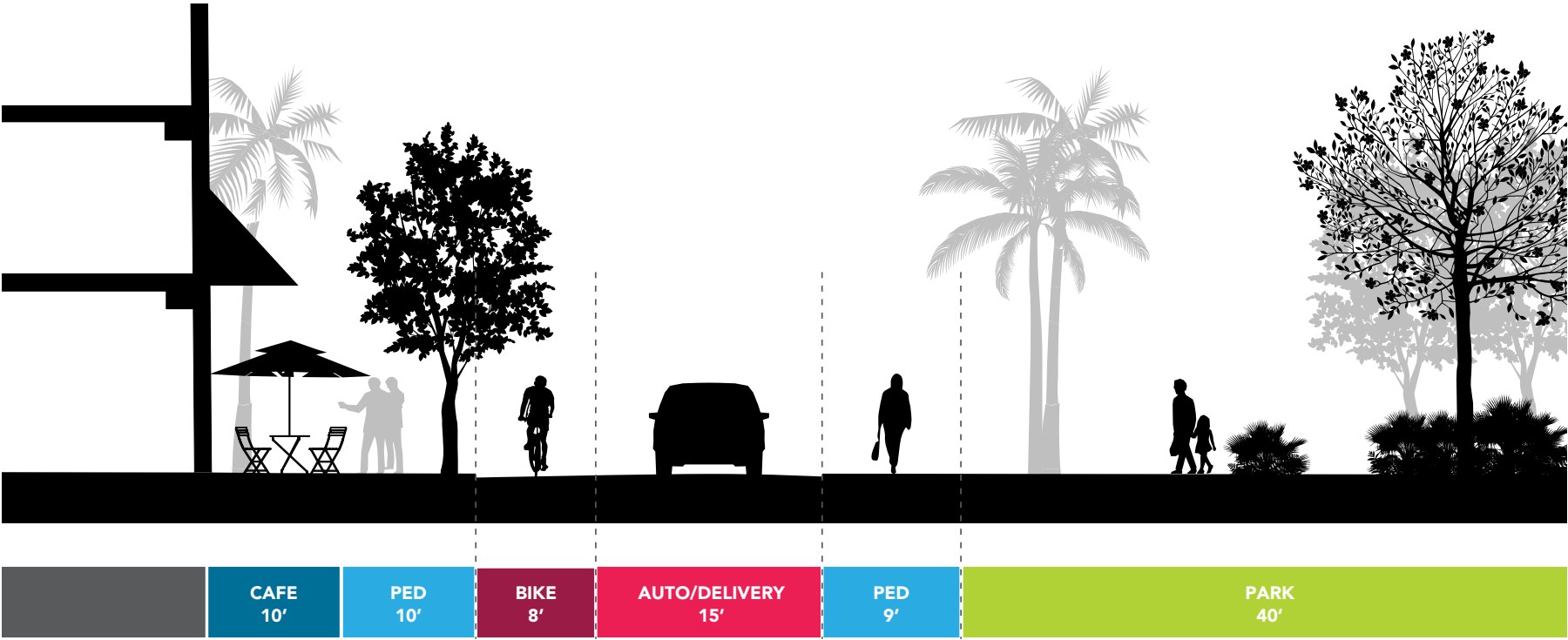
This pilot project suggests street improvements to stimulate the construction of storefronts and cafes along Lincoln Lane North. Though these frontages currently act as the back-of-the-house, some simple, low cost architectural changes might respond to an improved streetscape, and further extend the experience of the *Lincoln Road District* outward.



EXISTING: LINCOLN LANE NORTH (400 BLOCK)



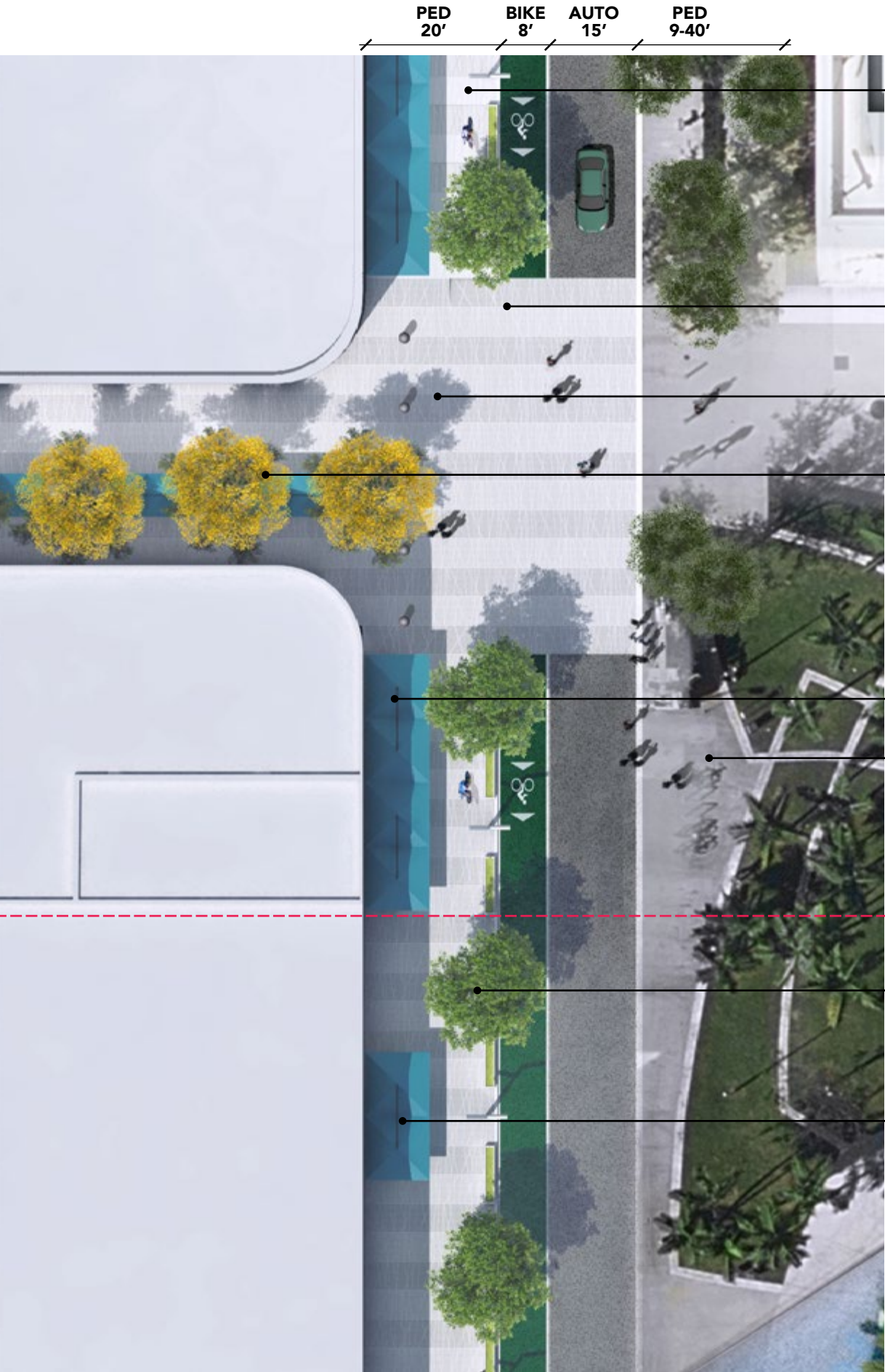
PROPOSED: LINCOLN LANE NORTH (400 BLOCK)



EXISTING: LINCOLN LANE NORTH (400 BLOCK)



PROPOSED: LINCOLN LANE NORTH (400 BLOCK)



8' BIKE LANE*

* 6' + 2' protection buffer per recommendations in the City of Miami Beach Bike and Pedestrian Master Plan

SPEED TABLE

REMOVABLE BOLLARDS

TREE ALLEÉ

NEW CAFES

SOUNDSCAPE PARK

NEW STREET TREES

NEW CAFES



1 THE PARK-FRONT STREET: REFERENCE

RITTENHOUSE SQUARE (18TH AND WALNUT STREETS), PHILADELPHIA

Activating the Edge

The City of Philadelphia is structured around five square-shaped public plazas, including a central plaza that hosts city hall. Rittenhouse Square is by far the most popular among the four squares of Philadelphia, and it owes its popularity directly to the active and permeable urban facades that surround it. 18th and Walnut streets are exemplary in this regard, as they demonstrate the ability for good frontages to diminish the disruptive effects of urban roads while bringing the street-café to the park.



PARK EDGES ARE ENLIVENED WITH CAFES



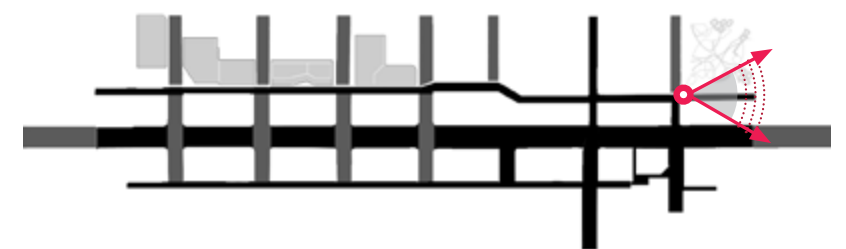
PARK EDGES REMAIN ACTIVE AT NIGHT



PERMEABLE STREET FACADES



WEST-FACING VIEW OF LINCOLN LANE NORTH AND MERIDIAN



1 THE PARK-FRONT STREET KEYS FOR IMPLEMENTATION

A RECOMMENDED SERVICE AND PROGRAM IMPROVEMENTS

- » Implement daily trash collection service for the *Lincoln Road District* to eliminate the need for dumpsters
- » Limit service vehicle access to non-peak schedule and close streets for pedestrian use during large events and festivals, or during weekends.

References (Images Respective):

Seattle Clear Alley Program; Electronic Bollards Limit Traffic in Madrid City Center; Times Square Temporary Pedestrian Closures



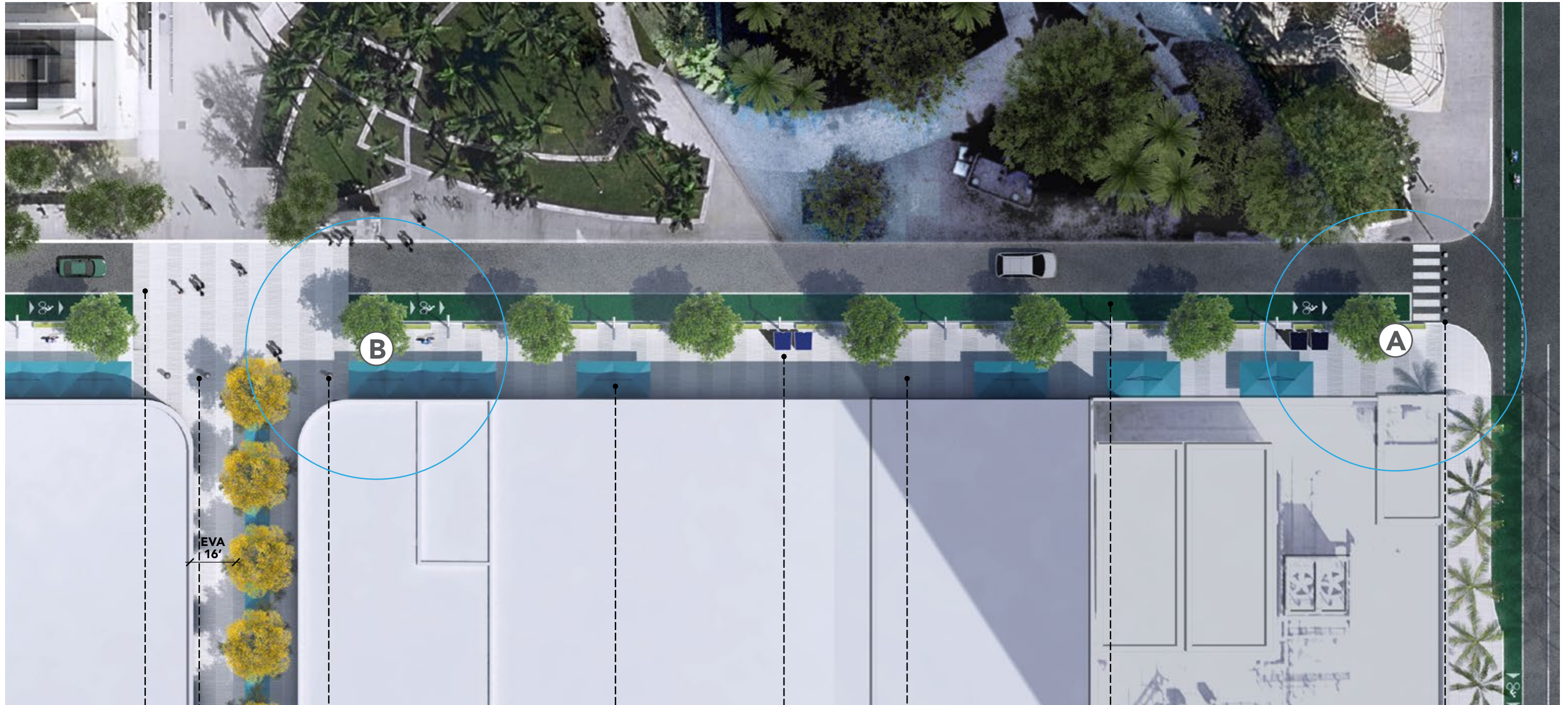
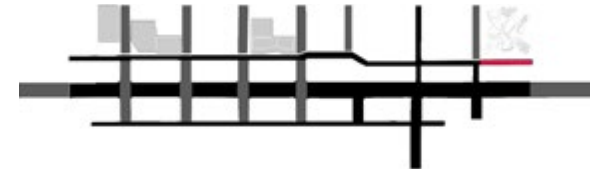
B RECOMMENDED STREET & INFRASTRUCTURE IMPROVEMENTS

- » Provide a lane for bicyclists
- » Widen sidewalks and plant consistently spaced trees
- » Provide bike parking stations in close proximity to Lincoln Road
- » Consolidate and screen at-grade building service areas

References (Images Respective):

Dedicated Bike Lane in London; Shared Street in Brighton, UK; Architectural Screen on Lincoln Lane North





REMOVABLE
BOLLARDS

BIKE PARKING

NEW CAFES

WIDENED SIDEWALKS

SMALL TRASH RECEPTACLES
[COLLECTED DAILY]

8' BIKE LANE*

** 6' + 2' protection buffer per recommendations in
the City of Miami Beach Bike and Pedestrian Master
Plan*

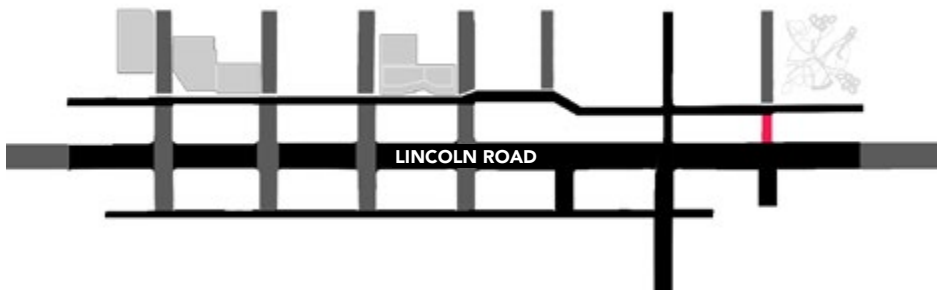
AUTOMATED BOLLARDS

TABLETOP
INTERSECTION

THE PEDESTRIAN STREET
DREXEL AVENUE

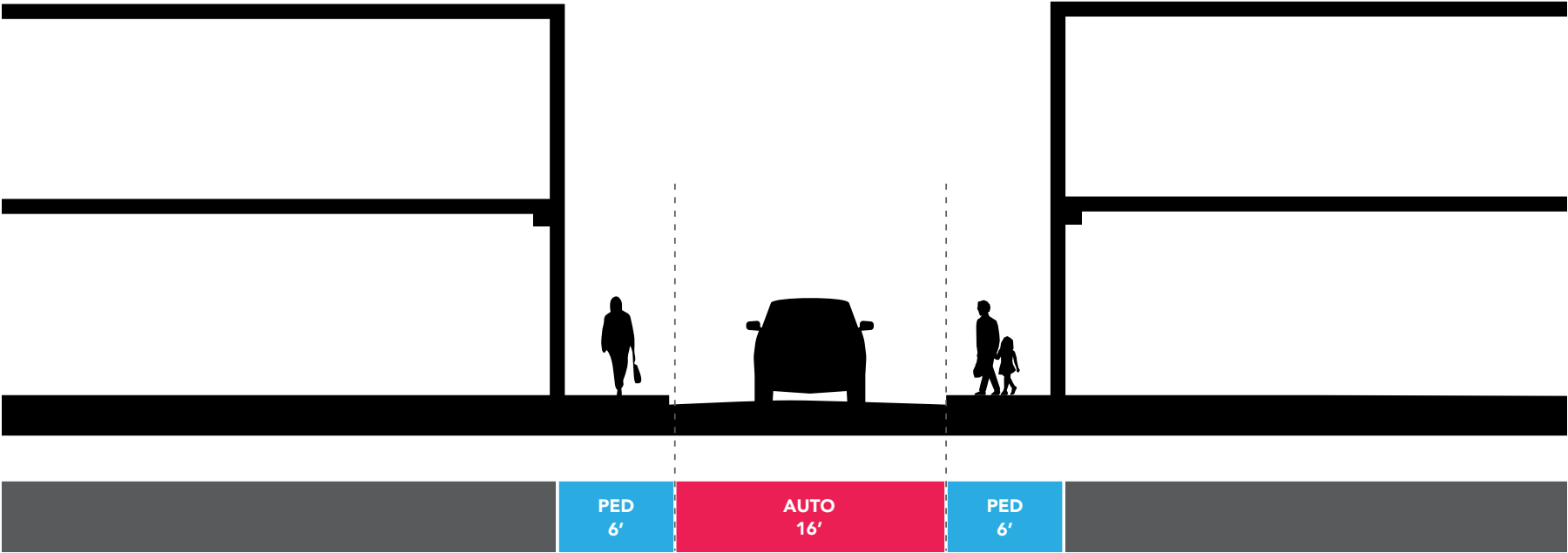
Pilot Project 02

Drexel Avenue provides perhaps one of the best opportunities to extend the character of Lincoln Road outward. As the major connection to the new Miami Beach Convention Center, Soundscape Park, and the New World Symphony, Drexel Avenue presents a unique opportunity to strengthen the experience of all of these places in tandem. Additionally Drexel Avenue provides the most direct connection from Lincoln Road to the popular café-street of Española way, begging a potential expansion south in the future. Drexel is undersized for vehicles, it is seldom trafficked, and vehicular access already terminates at the New World Symphony at Drexel Avenue and Lincoln Lane North. Here, a new pedestrian corridor* provides premium public space which might be used to accommodate additional cafes, shade trees, seating, strolling and meeting-places.

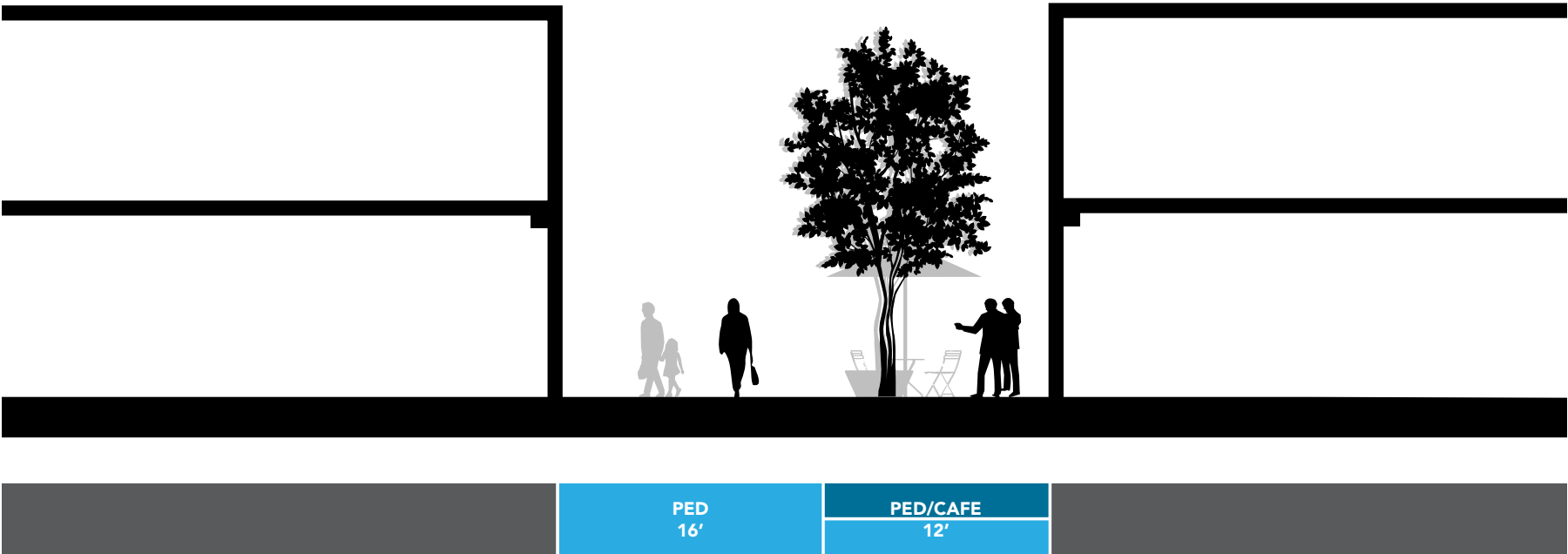


* Note: Plans for pedestrianization have been reviewed by the City for conceptual traffic and EVA access feasibility only. Further development and coordination and approval will be necessary on the next stage of design.

EXISTING: DREXEL AVENUE NORTH OF LINCOLN ROAD



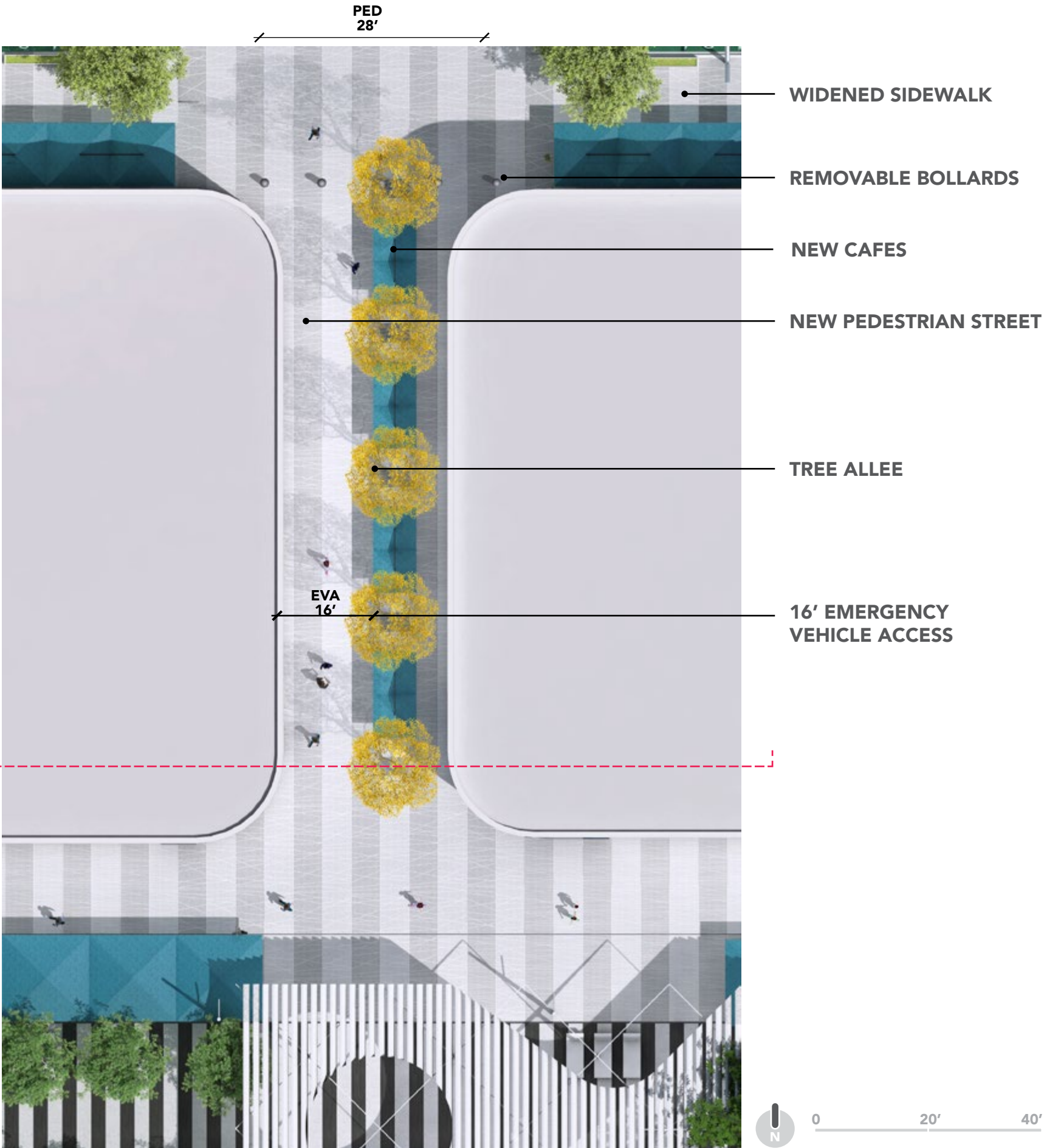
PROPOSED: DREXEL AVENUE NORTH OF LINCOLN ROAD



EXISTING: DREXEL AVENUE



PROPOSED: DREXEL AVENUE



THE PEDESTRIAN STREET: REFERENCE

SINT-NIKLAAS, BELGIUM

The Linear Plaza

Rather than acting strictly as a thoroughfare, Sint-Niklaas in Belgium is more of a linear plaza. The space provides a distinct wall-to-wall paving surface, vegetated areas, unique planting and public seating concepts, and cafe seating, all in accord with two bustling retail frontages.



CAFE SEATING AREAS ARE DESIGNATED BY DISTINCT PAVING



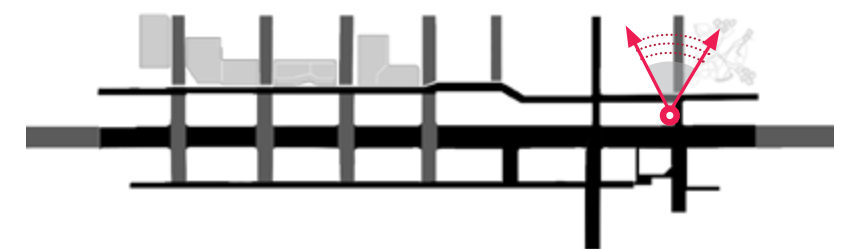
PUBLIC SEATING ANCHORS PLANTED AREAS



A SOFT TREE CANOPY AUGMENTS THE PEDESTRIAN EXPERIENCE



NORTH-FACING VIEW OF DREXEL AVENUE FROM LINCOLN ROAD



2 THE PEDESTRIAN STREET KEYS FOR IMPLEMENTATION

A RECOMMENDED SERVICE AND PROGRAM IMPROVEMENTS

- » Pedestrianize* Drexel Avenue from Lincoln Avenue North to the middle of the block between Lincoln Road and Lincoln Avenue South
- » Coordinate public programming and events with the understanding that Drexel Avenue is a strong pedestrian connection between Española Way, Lincoln Road, and the Convention Center.

References (Images Respective):

Española Way & Euclid Avenue, Miami Beach; Pitt Street Mall, Sydney



B RECOMMENDED STREET & INFRASTRUCTURE IMPROVEMENTS

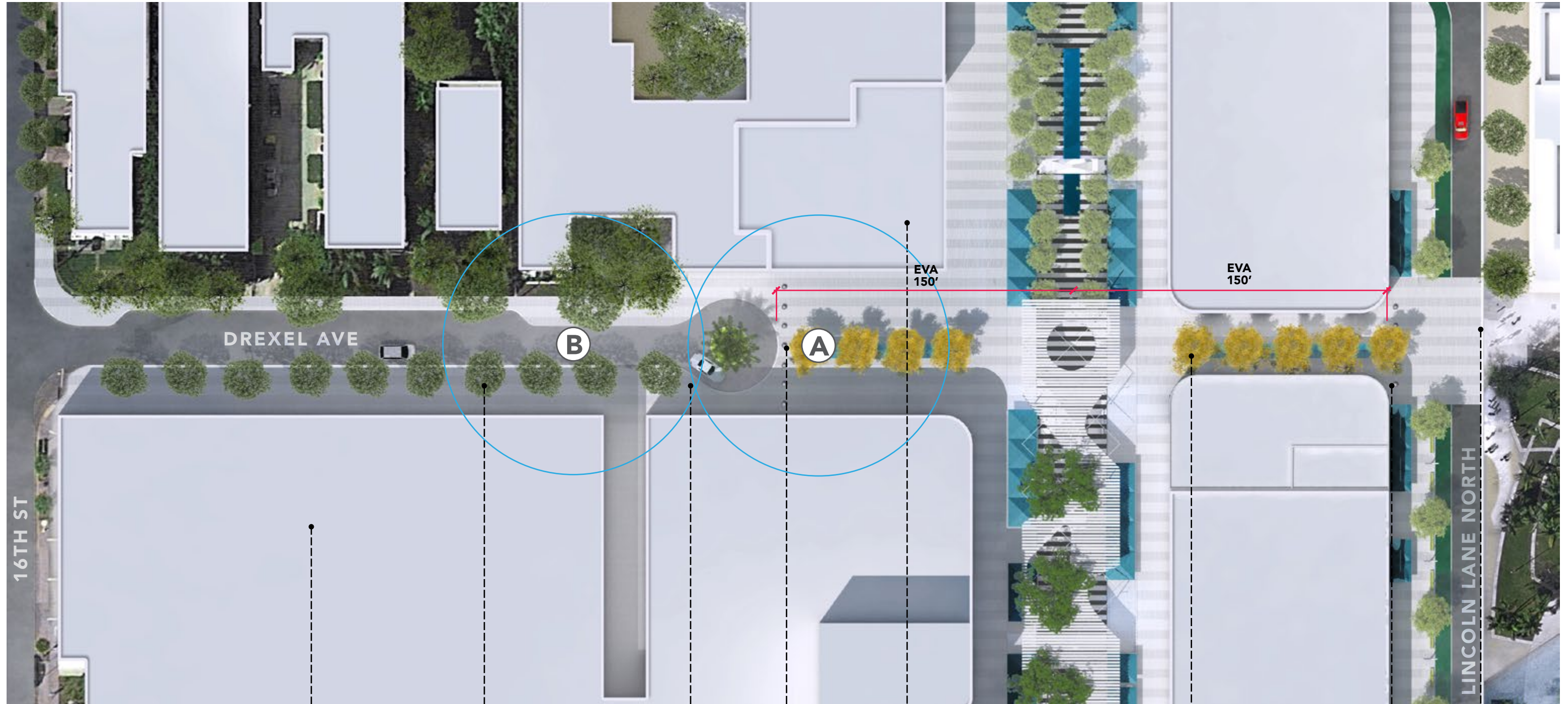
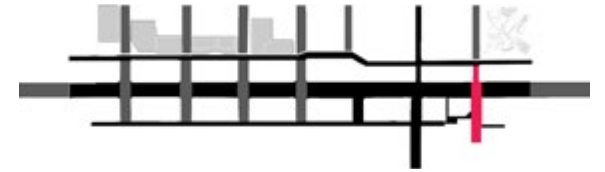
- » Provide visual cues (e.g. signage, street trees, lighting, etc.) along Drexel from Española Way to its terminus at the Miami Beach Soundscape Park.
- » Install roundabout to accommodate the existing vehicular access points on Drexel Avenue South of Lincoln Road, including the newly constructed parking garage.

References (Images Respective):

Wayfinding Installation in Philadelphia; Street Trees in Barcelona; Exhibition Road Lighting, London;



* Note: Plans for pedestrianization have been reviewed by the City for conceptual traffic and EVA access feasibility only. Further development and coordination and approval will be necessary on the next stage of design.



EXISTING
PARKING GARAGE

CONTINUOUS
STREET TREES

CAR TURN-AROUND

REMOVABLE
BOLLARDS

NEW DEVELOPMENT
(IN PIPELINE)

FLOWERING TREE ALLEÉ

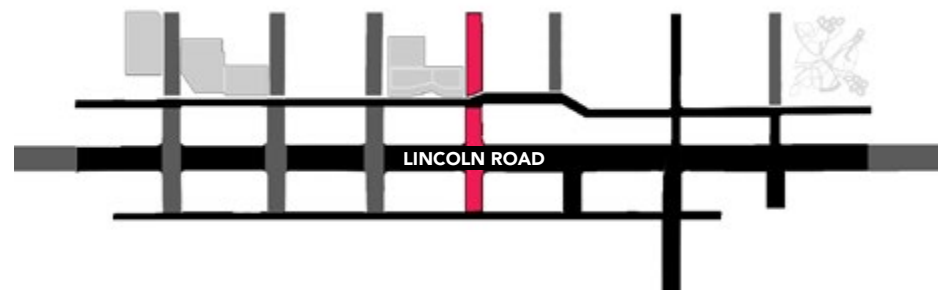
REMOVABLE
BOLLARDS

TABLETOP
INTERSECTION

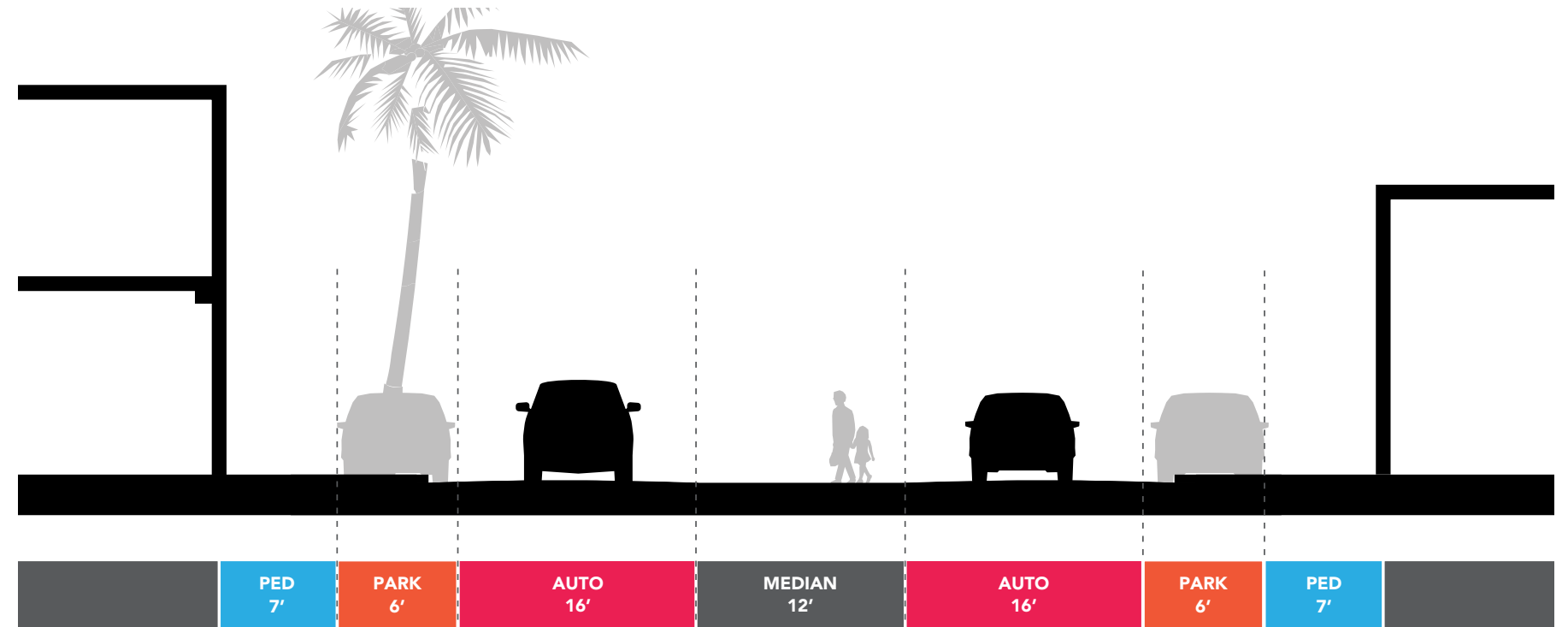
THE SHARED ARTERIAL MERIDIAN AVENUE NORTH OF LINCOLN ROAD

Pilot Project 03

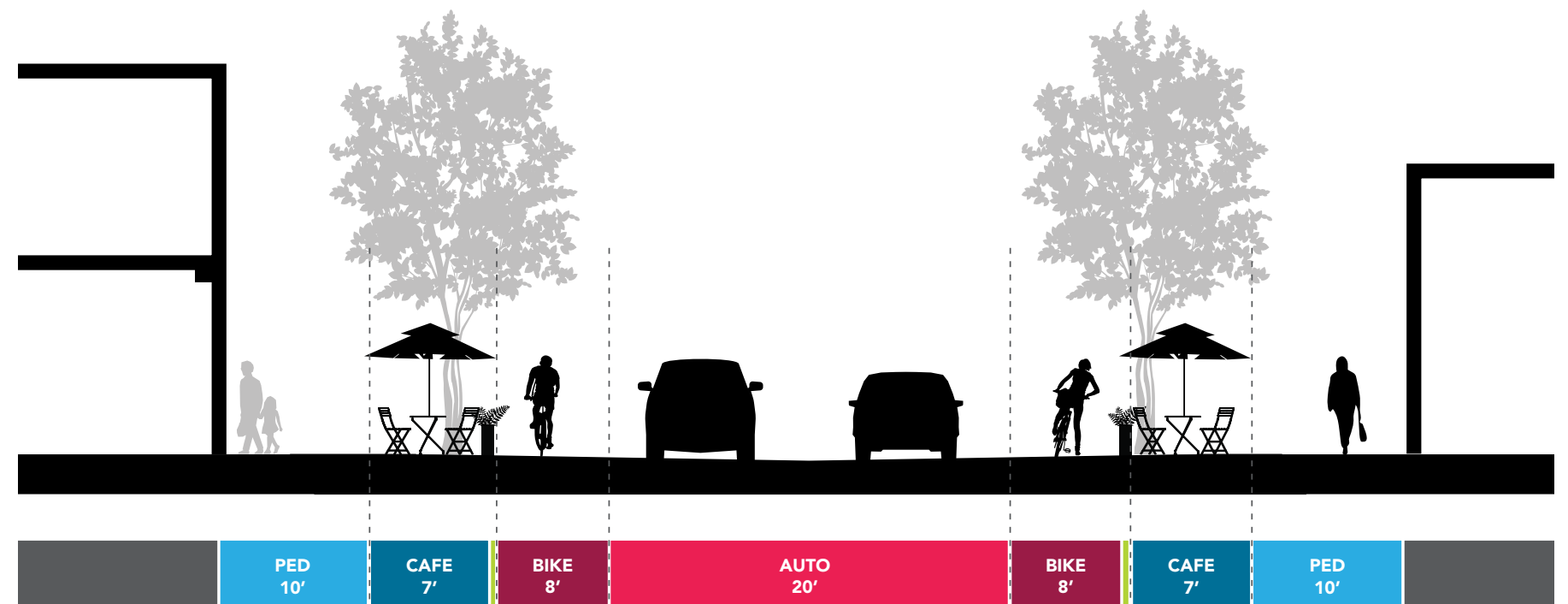
Of all the streets that intersect Lincoln Road, Meridian Avenue might be the best proxy for a “typical” Miami Beach street. In its current configuration, Meridian features a lane of traffic in either direction, a generous, at-grade (and unnecessary) median, parking lanes on both sides, and comparatively tiny sidewalks. With the recent success of Lincoln Road, the Meridian Avenue Pilot Project provides a good opportunity to demonstrate the ambition of an integrated district by introducing a new type of street – the shared arterial. The new Meridian Avenue equally accommodates cars, cyclists, cafés, shops, and pedestrians by balancing and streamlining the allocation of space from building-face to building-face. The most basic move in this proposal is to remove the parallel parking lanes and encourage drivers to park in one of the many and easily accessible parking garages in close proximity. With this adjustment, sidewalks can be widened to host street trees, cafes, and pedestrian space. Additionally, the painted at-grade median may be removed to liberate even more lost space on the roadway. While maintaining an adequate vehicle lane width, this will bring the traffic lanes closer together (a natural traffic calming device), and provide an opportunity to install north and southbound bike lanes. As such, Meridian can become a principle bicycle connector, safely delivering South Beach residents and visitors to the center of the Lincoln Road Mall.



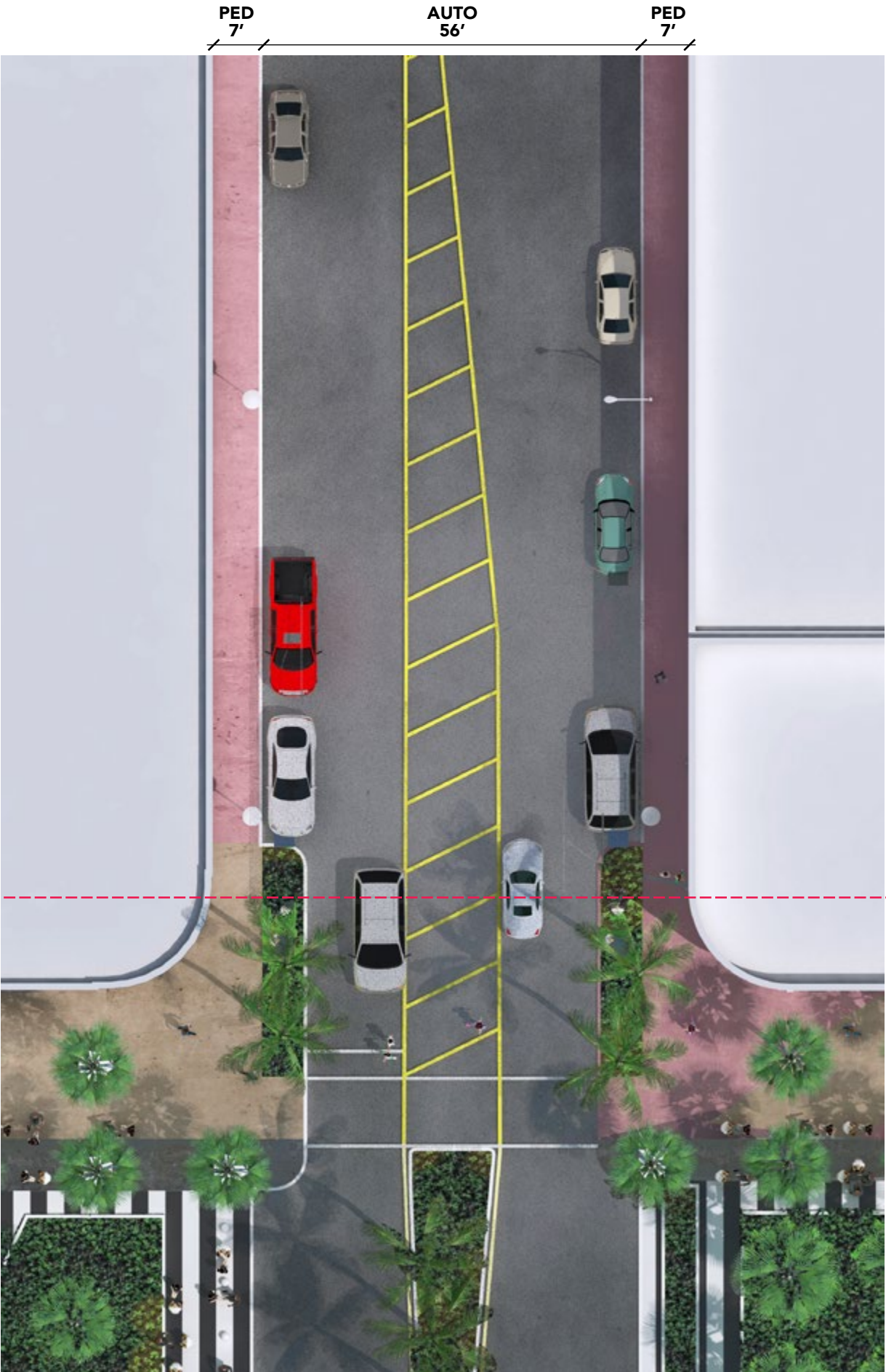
EXISTING: MERIDIAN AVENUE NORTH OF LINCOLN ROAD



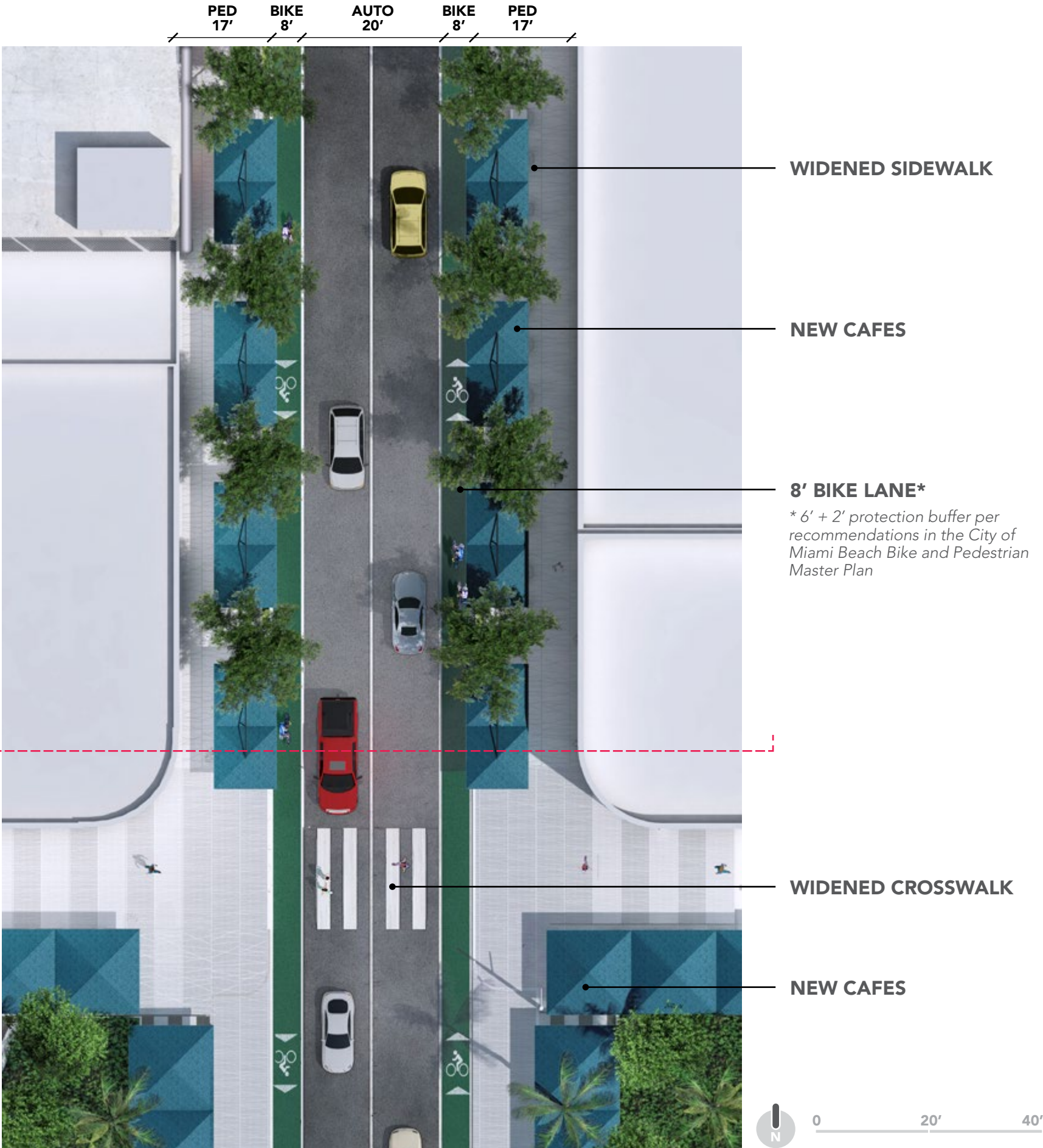
PROPOSED: MERIDIAN AVENUE NORTH OF LINCOLN ROAD



EXISTING: MERIDIAN AVENUE



PROPOSED: MERIDIAN AVENUE



THE SHARED ARTERIAL: REFERENCE MARKET STREET, SAN FRANCISCO

Accommodating Various Forms of Traffic

Market Street was once dominated by cars and trolleys, but it demonstrated the great impact available through simple, low cost street improvements. The elimination of on-street parallel parking and the optimization of the street lanes allowed for exclusive bike-lanes and widened sidewalks. These improvements stimulated an investment response from the private sector that was exponential, thus transforming the overall quality of the street at

a clip that far outpaced the limits of the initial investment. Of special note here, is the coordination of exclusive bike lanes with bike share stations, something that the City of Miami Beach has yet to realize in the nascence of its bike-sharing program.



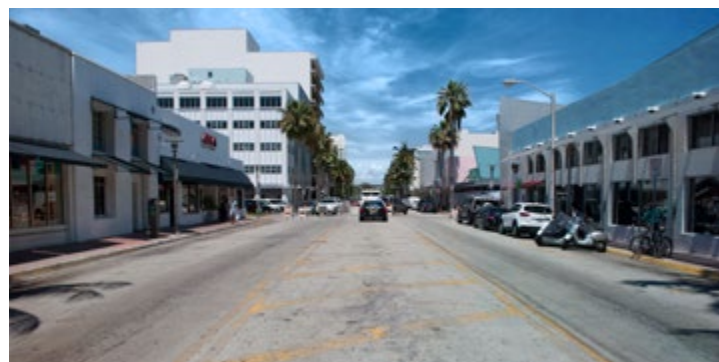
BIKE SHARE PARKING IS ACCOMPANIED BY EXCLUSIVE BIKE LANES



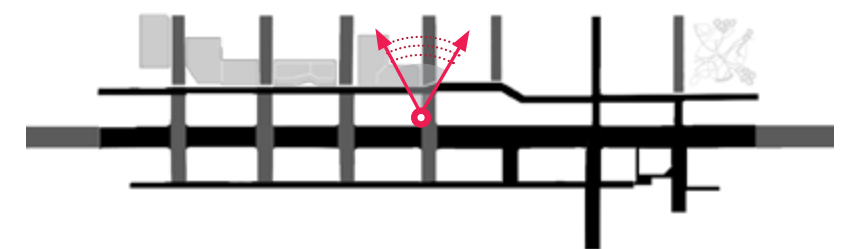
WIDE SIDEWALKS OCCUPY WHAT WAS ONCE ON-STREET PARKING



THE ARTERIAL STREET COMFORTABLY HOSTS BIKE, CAR & TROLLEY



NORTH-FACING VIEW OF MERIDIAN AVENUE FROM LINCOLN ROAD

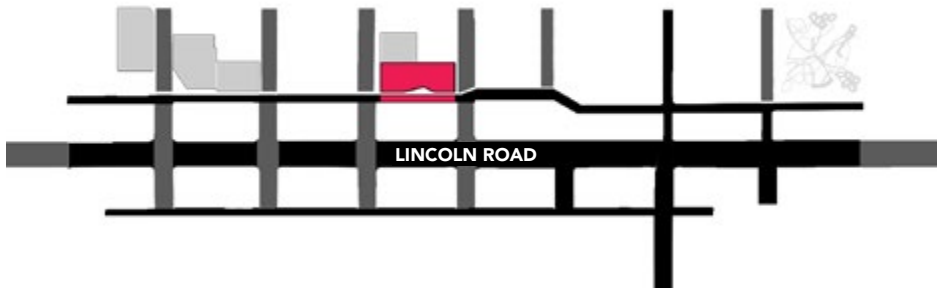


THE SHARED LANE
LINCOLN LANE NORTH

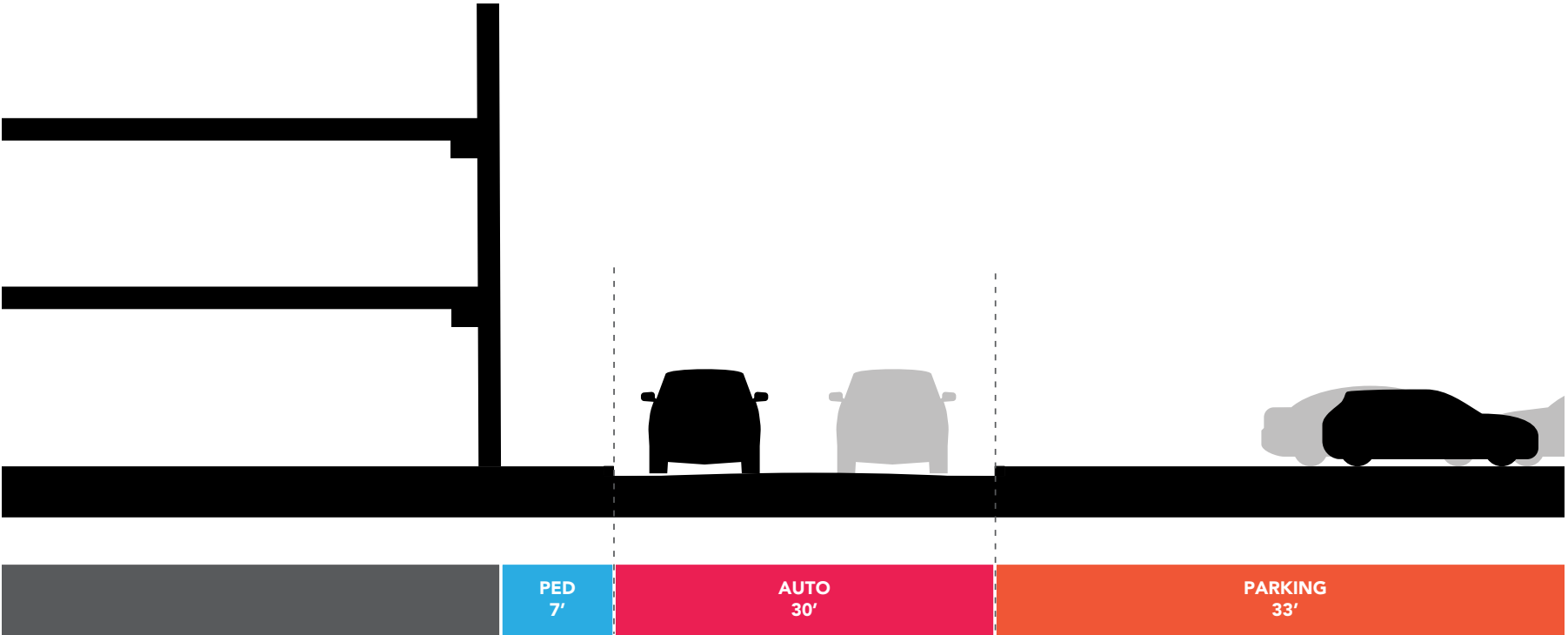
Pilot Project 04

Due to its symbiotic proximity to Lincoln Road, its exhaustive inventory of developable land, and its current understated character, Lincoln Lane North has tremendous upside. As a result, the collection of Pilot Projects suggested in this *Lincoln Road District* Master Plan leans heavily toward Lincoln Lane north, in an effort to illustrate the great future potential for Lincoln Lane North, and some potential ways to get there.

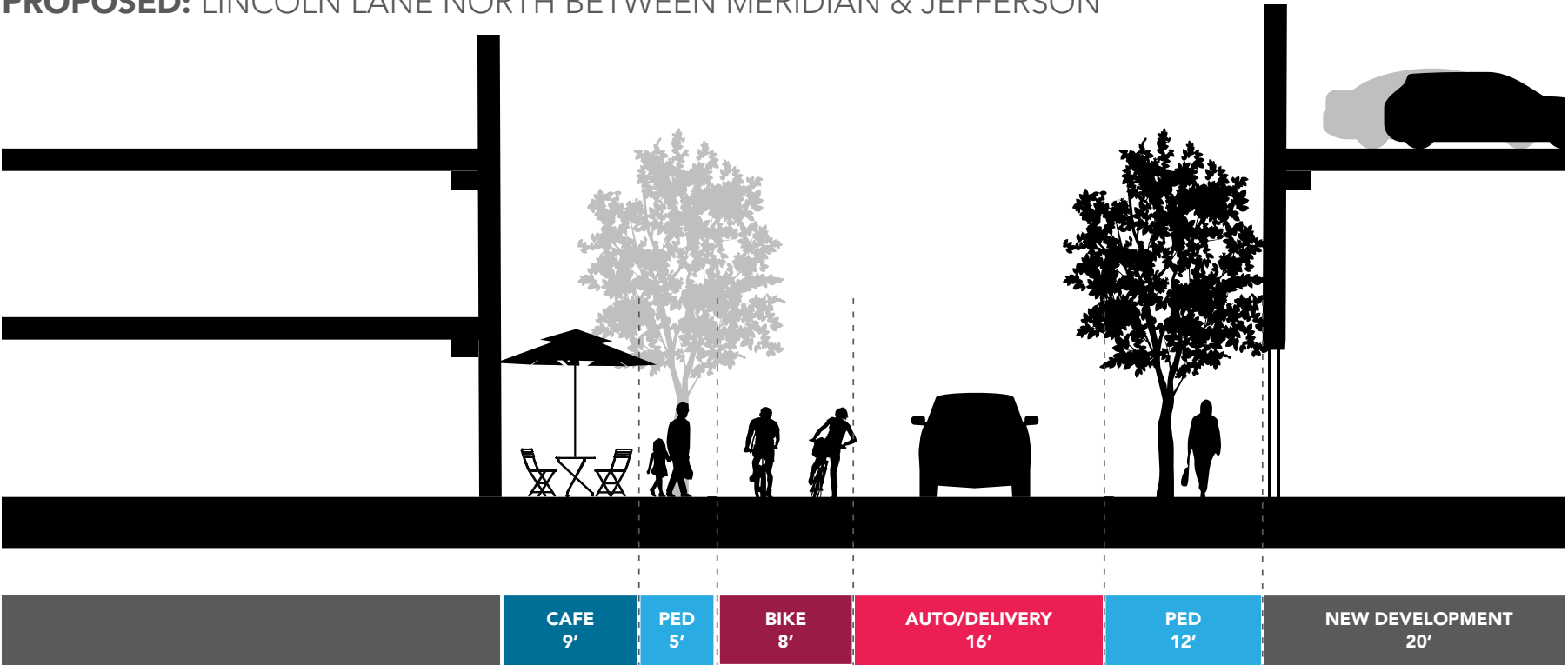
The “woonerf” is a Dutch tactic in street design that employs subtle design cues to calm vehicular traffic and balance the needs of the pedestrian with the needs of the automobile. The literal translation of the word is “shared street”, and the aforementioned design tactics include level, shared ground surfaces, strategic plantings and flexible programming that might include scheduled limitations on vehicular access. The Pilot Project for the 800 block of Lincoln Lane North suggests a mix of these tactics, including a unified, level paving surface for cars, bike, and pedestrians (demarcated by paving strips), automated bollards, and street trees. The design deviates from the concept of a “woonerf” as it does maintain demarcated zones for cyclists. With such improvements in place, new development might be encouraged to provide additional openings for public space and cafes. Lincoln Lane will sacrifice much of its space once dedicated to services and water storage to the public realm. As a result, trash collection schedules would need to be daily and set for off-peak (early morning) hours.



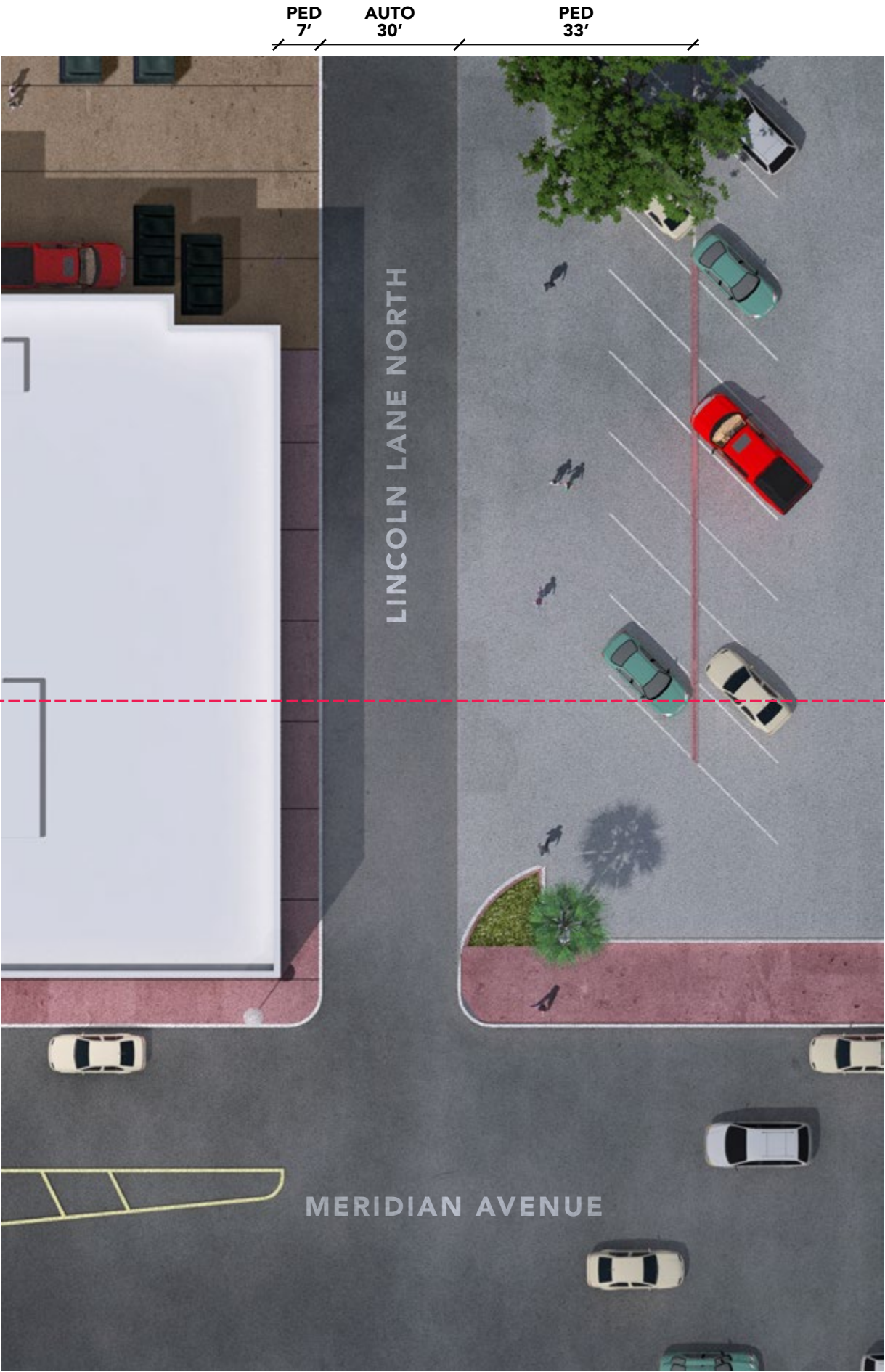
EXISTING: LINCOLN LANE NORTH BETWEEN MERIDIAN & JEFFERSON



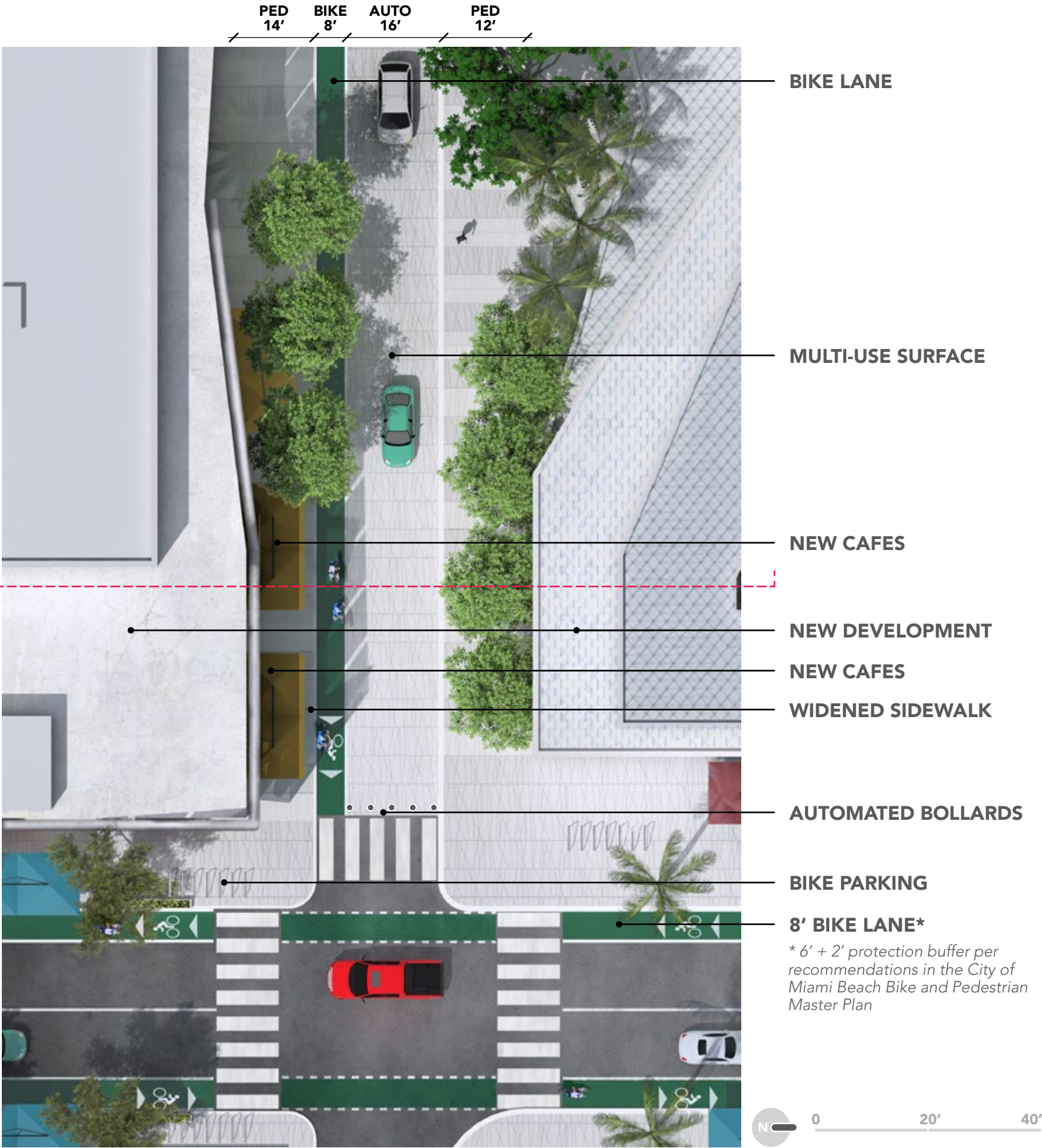
PROPOSED: LINCOLN LANE NORTH BETWEEN MERIDIAN & JEFFERSON



EXISTING: LINCOLN LANE NORTH



PROPOSED: LINCOLN LANE NORTH



4

THE SHARED LANE: REFERENCE NEW ROAD, BRIGHTON

Traffic Calming through Street Design

In addition to a shared, at-grade paving surface for vehicles and pedestrians, the original conception of the woonerf featured subtle curves (demarcated by planting beds) that altered the flow of auto traffic and encouraged more cautious driving. At after decades of experimentation, is has been proven that the woonerf can be successful as a shared street without the traffic calming curves. In the case of New Road in Great Britain, the shared surface encourages vehicular caution with minimal obstacles.



THE SHARED SURFACE URGES CAUTIOUS DRIVING



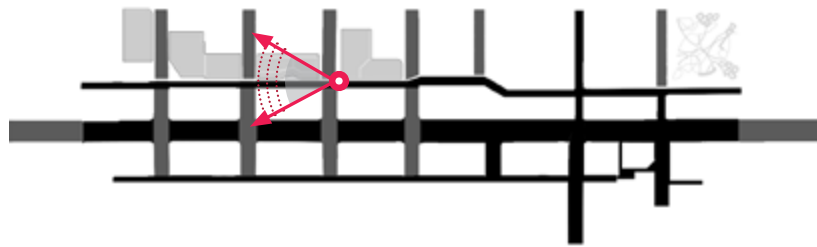
SPARSE BOLLARDS RESTRICT TRAFFIC WITHOUT FULLY OBSTRUCTING IT



PEDESTRIANS AND CYCLISTS SHARE THE SAME SURFACE



WEST-FACING VIEW OF LINCOLN LANE NORTH FROM MERIDIAN



4

THE SHARED LANE

KEYS FOR PROJECT EXECUTION KEYS FOR IMPLEMENTATION

A

RECOMMENDED SERVICE AND PROGRAM IMPROVEMENTS

- » Implement daily trash collection service for the *Lincoln Road District* to eliminate the need for dumpsters

*References (Images Respective):
Seattle Clear Alley Program;*



B

RECOMMENDED STREET & INFRASTRUCTURE IMPROVEMENTS

- » Provide a dedicated bicycle lane
- » Widen sidewalks and plant consistently spaced street trees
- » Provide bike parking stations
- » Consolidate and screen at-grade building service areas

*References (Images Respective):
Dedicated Bike Lane in London; Mifflin Street in Madison, WI.;
Architectural Screen on Lincoln Lane North*



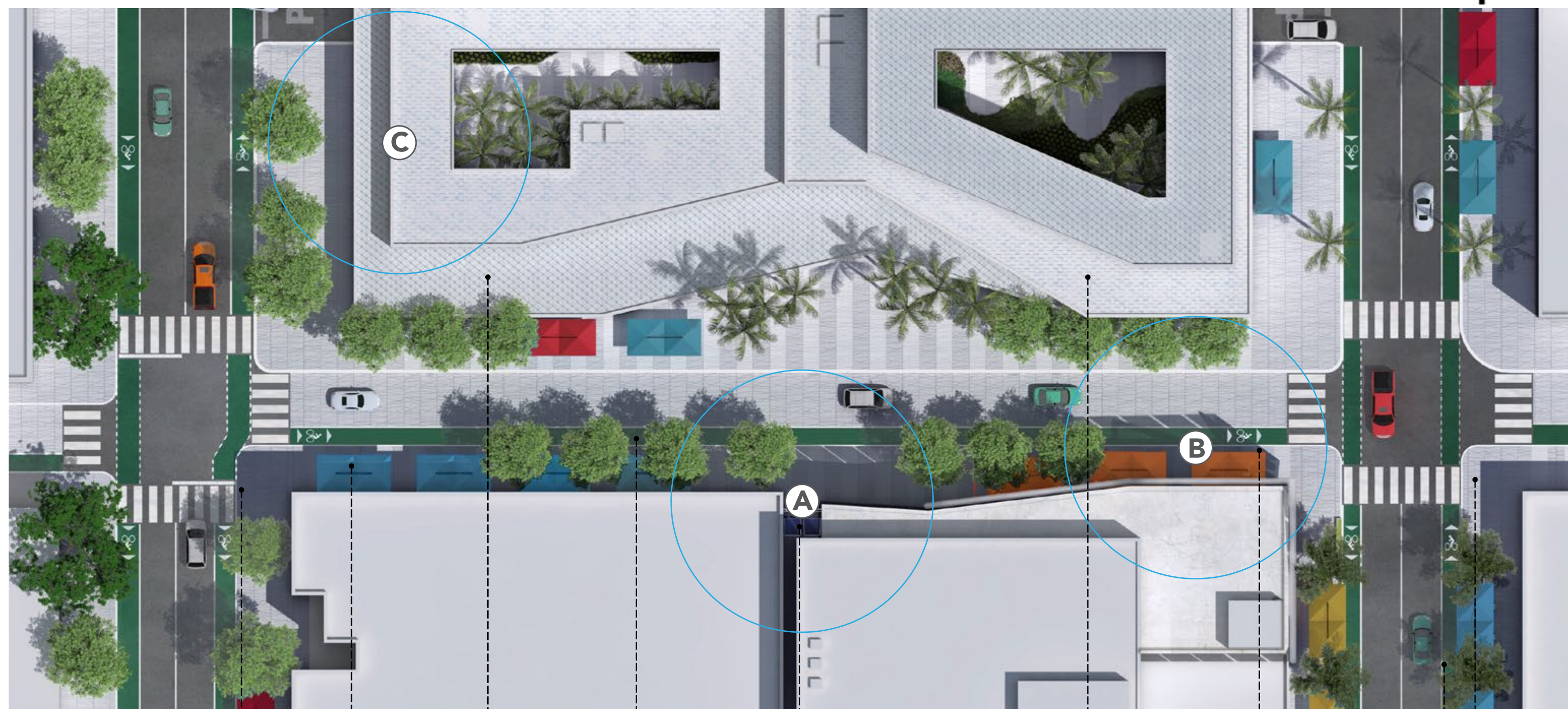
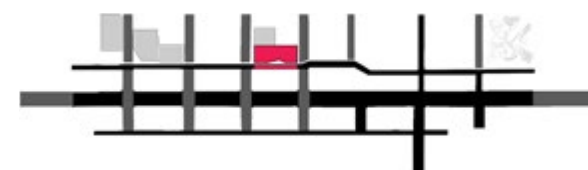
C

NEW DEVELOPMENT: THE EMERGING TYPOLOGY

- » Convert city-owned surface parking lots into architecturally significant, mixed-use parking garages with active ground-floor program (retail, restaurant, or small office)
- » Include city-run infrastructure, such as district-specific trash compactors in garages

*References (Images Respective):
1111 Lincoln Road; Park@420 Drexel Ave.; Al Raha-Abu Dhabi District Trash
Compactor*





PROPOSED

BIKE PARKING

NEW CAFES

ICONIC MIXED-USE GARAGE

BIKE LANE

SCREENED TRASH AREA
[COLLECTED DAILY]

MIXED-USE GARAGE

WIDENED SIDEWALKS

BIKE LANES

BIKE PARKING



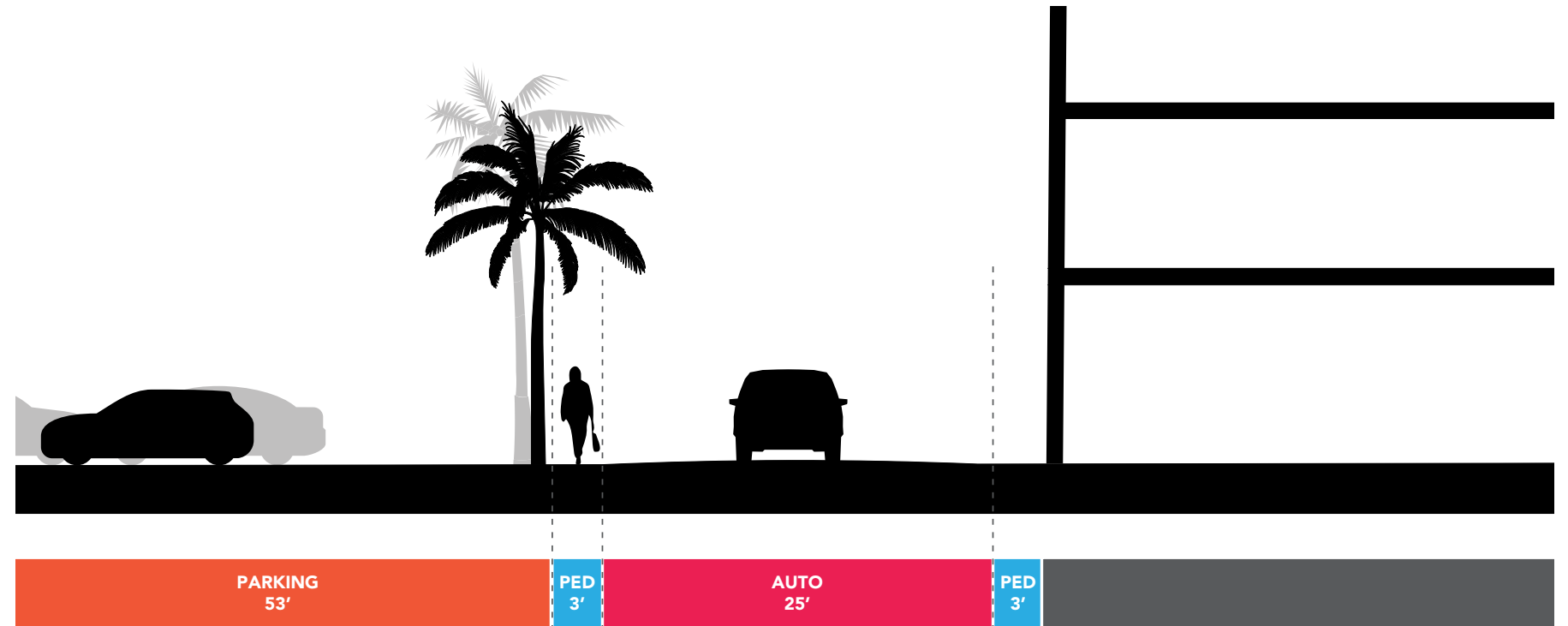
5 THE GARDEN ALLEYWAY LINCOLN LANE SOUTH

Pilot Project 05

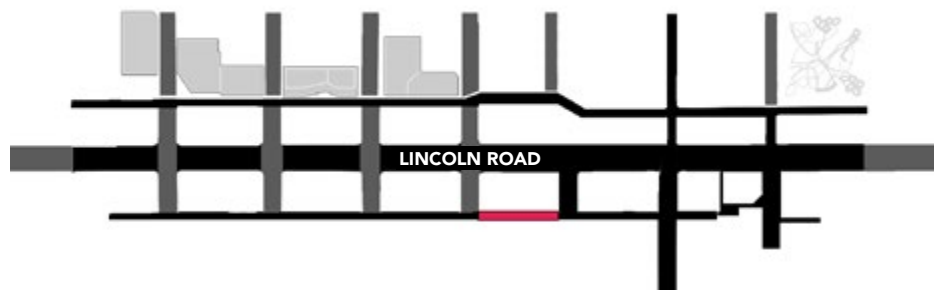
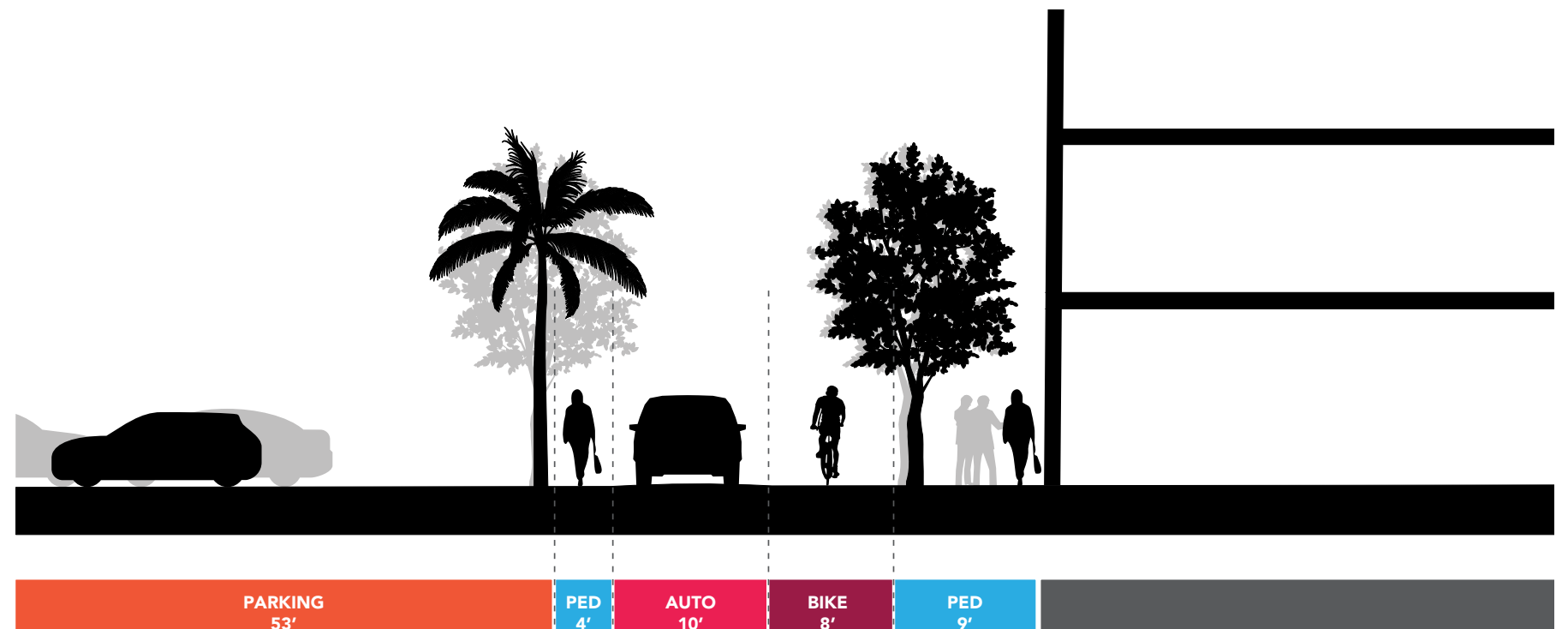
While much more commercial Lincoln Lane North abuts the highest concentration of Miami Beach's anchor institutions and Lincoln Road, Lincoln Lane South lies adjacent to the tranquil residential neighborhoods of South Beach. It is much less feasible and much less agreeable to suggest that Lincoln Lane South undergo a total urban transformation via extensive new development, nonetheless, Lincoln Lane South is equally important in the creation of the *Lincoln Road District*, as it can provide a necessary gateway for Lincoln Road's most consistent perennial visitors and patrons—its next door neighbors. The upgrades suggested here for Lincoln Lane South are subtle including the following:

- » Widened sidewalks on both sides of the lane
- » The installation of a dedicated bike lane
- » The rededication of the street as a west-bound one-way street and a commensurate reduction in the vehicular right of way

EXISTING: LINCOLN LANE SOUTH AT EUCLID AVE



PROPOSED: LINCOLN LANE SOUTH AT EUCLID AVE



EXISTING: LINCOLN LANE SOUTH



PROPOSED: LINCOLN LANE SOUTH



WIDENED SIDEWALK

SERVICE ALLEY/
POTENTIAL COURTYARD

8' BIKE LANE*
* 6' + 2' protection buffer per
recommendations in the City of
Miami Beach Bike and Pedestrian
Master Plan

NEW STREET TREES

BIKE PARKING

PEDESTRIAN EXTENSION
(BY OTHERS)



5

THE GARDEN ALLEYWAY: REFERENCE CLEAR ALLEYWAYS PROGRAM, SEATTLE

An Attractive Neighborhood “Back of the House”

The Clear Alleyways program in Seattle features both commercial and residential alleyways. In cases where the use of the alleyways is likely to be more passive (i.e. residential), improvements are less structural and more aesthetic. Such improvements include planting, mural art, temporary art installations, and renovating the paving surface. For more on the Clear Alleyways Program, see page 34, or the references below.



PIONEER SQUARE ALLEY, SEATTLE



RESIDENTIAL ALLEYWAY UPGRADE; CLARION ALLEY



PIONEER PASSAGE, SEATTLE: SVR DESIGN COMPANY (OLSEN KUNDIG ARCHITECTS)

REFERENCES:

SEATTLE CLEAR ALLEY PROGRAM: [HTTPS://SEATTLECAP.WM.COM/](https://seattlecap.wm.com/)

SEATTLE RIGHT OF WAY DESIGN GUIDELINES: [HTTP://WWW.SEATTLE.GOV/TRANSPORTATION/ROWMANUAL/](http://www.seattle.gov/transportation/rowmanual/)

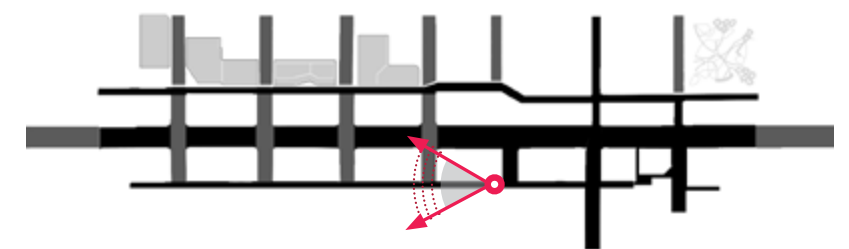
ADDITIONAL REFERENCES:

SAN FRANCISCO BETTER STREETS PLAN: [HTTP://WWW.SF-PLANNING.ORG/FTP/BETTERSTREETS/PROPOSALS.HTM#FINAL_PLAN](http://www.sf-planning.org/ftp/betterstreets/proposals.htm#FINAL_PLAN)

MARKET-OCTAVIA LIVING ALLEYS PROGRAM: [HTTP://WWW.SF-PLANNING.ORG/INDEX.ASPX?PAGE=3510](http://www.sf-planning.org/index.aspx?page=3510)



WEST-FACING VIEW OF LINCOLN LANE SOUTH (600 BLOCK)



1

THE TRANSIT STREET LINCOLN ROAD 200-300 BLOCKS

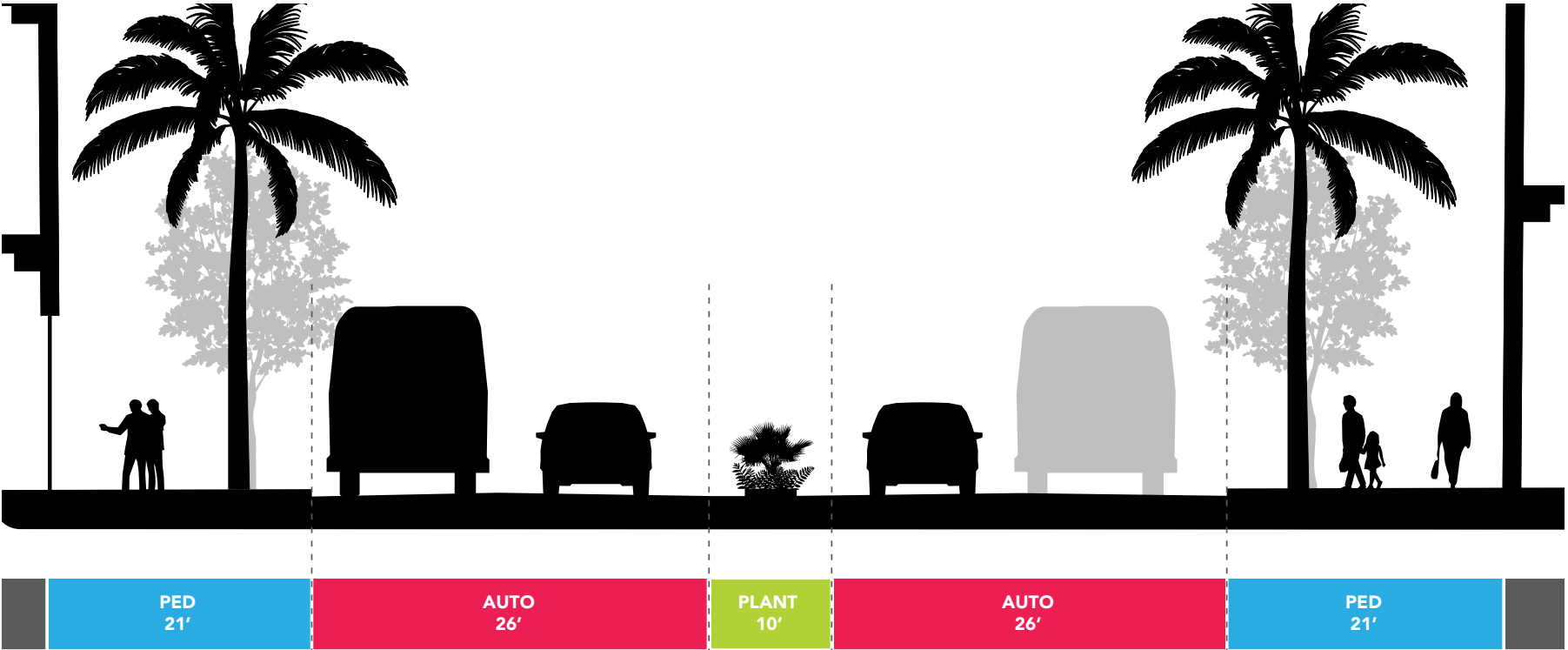
Critical Adjacency 01

The 200 and 300 blocks of Lincoln Road play two significant roles; they are the gateway from Lincoln Road to the beach and they are a significant venue for Miami Beach public transit. This approach suggests exclusive bus/taxi lanes in the center of the road to streamline the process of passenger boarding, reduce transit related traffic, and provide vegetated buffers to the sidewalks and storefronts.

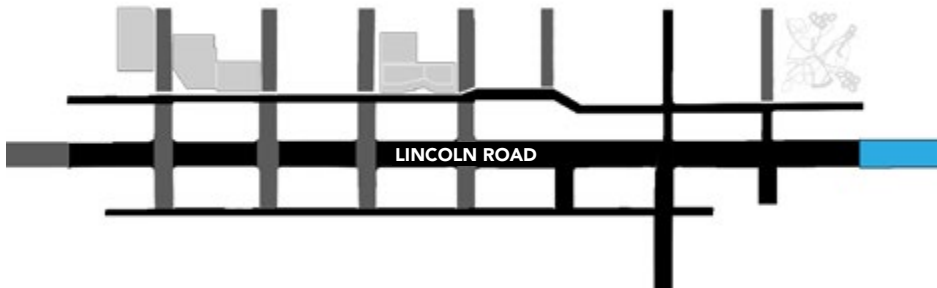
New, linear bus shelters are installed adjacent to the bus/taxi lanes. Though relatively narrow in cross-section, the width of these shelters can vary according to transit demands. The linear nature of the shelters will encourage an orderly line as people wait for the bus, streamlining the boarding process.

Improvements in the pedestrian space here employ the same material palette as Lincoln Road, reinforcing the extended character of the district.

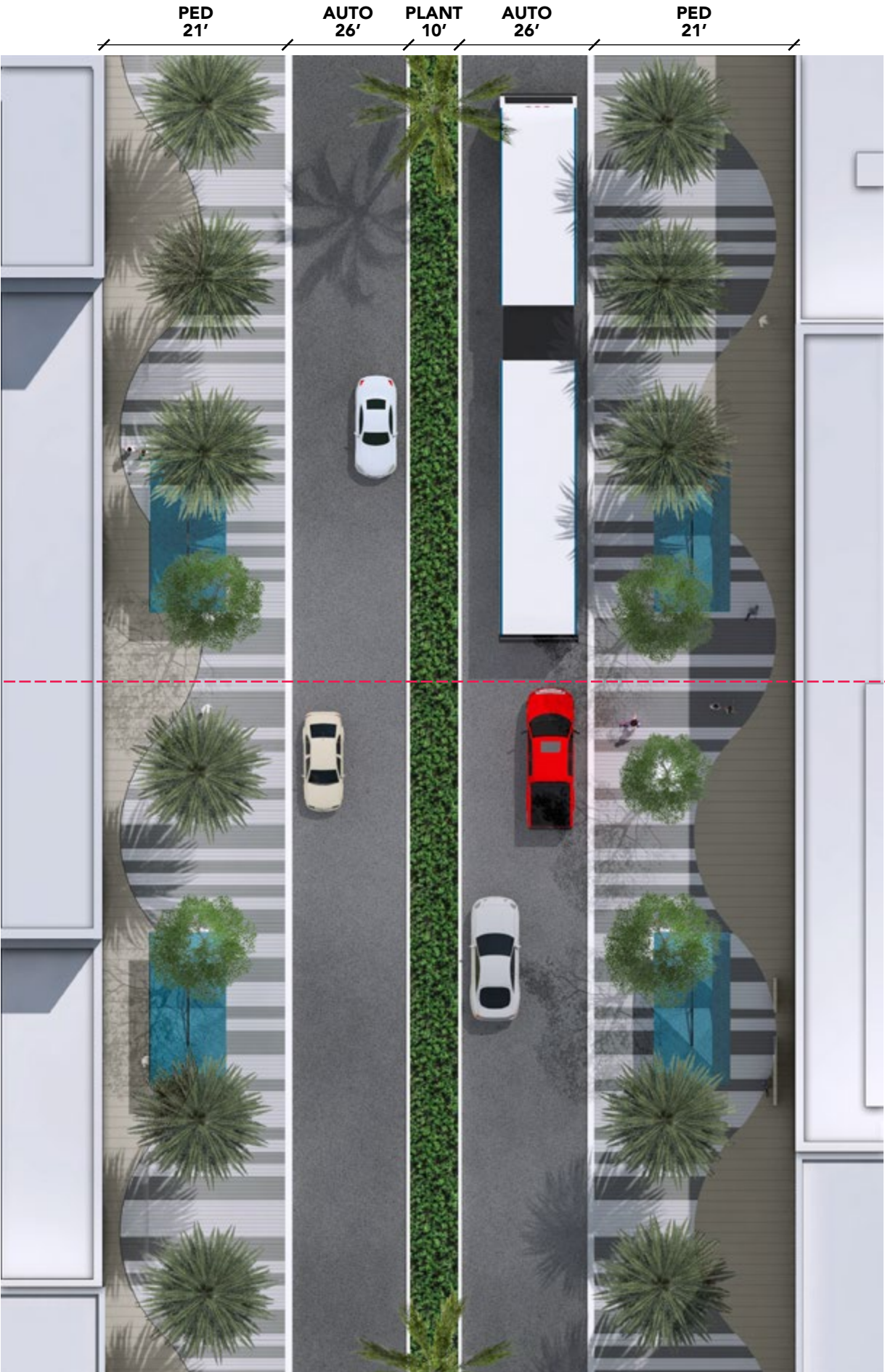
EXISTING: LINCOLN ROAD 300 BLOCK



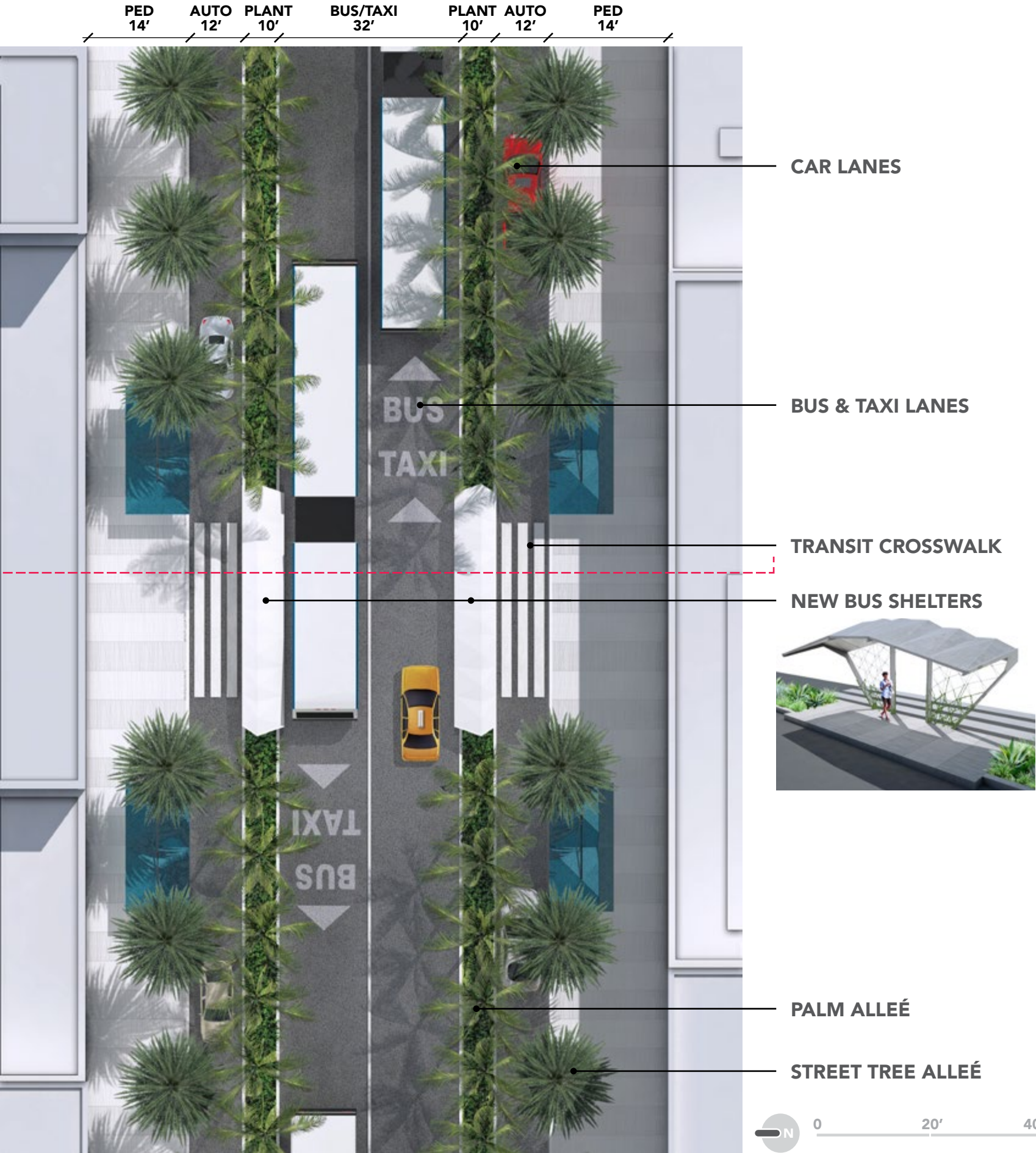
PROPOSED: LINCOLN ROAD 300 BLOCK



EXISTING: LINCOLN ROAD 300 BLOCK



PROPOSED: LINCOLN ROAD 300 BLOCK

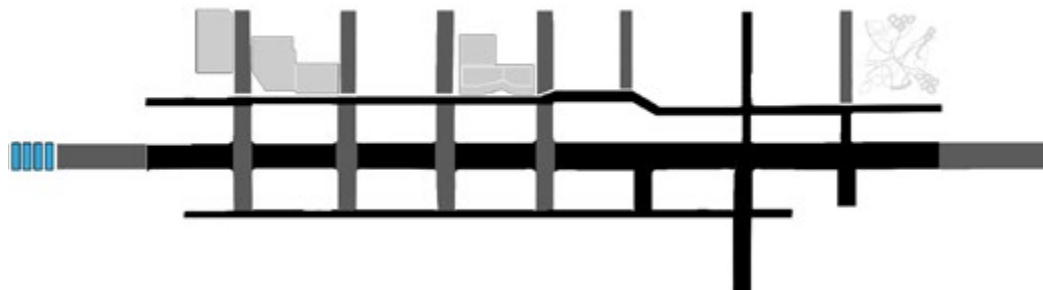


2 THE COMMERCIAL EXTENSION LINCOLN ROAD 1200 BLOCK

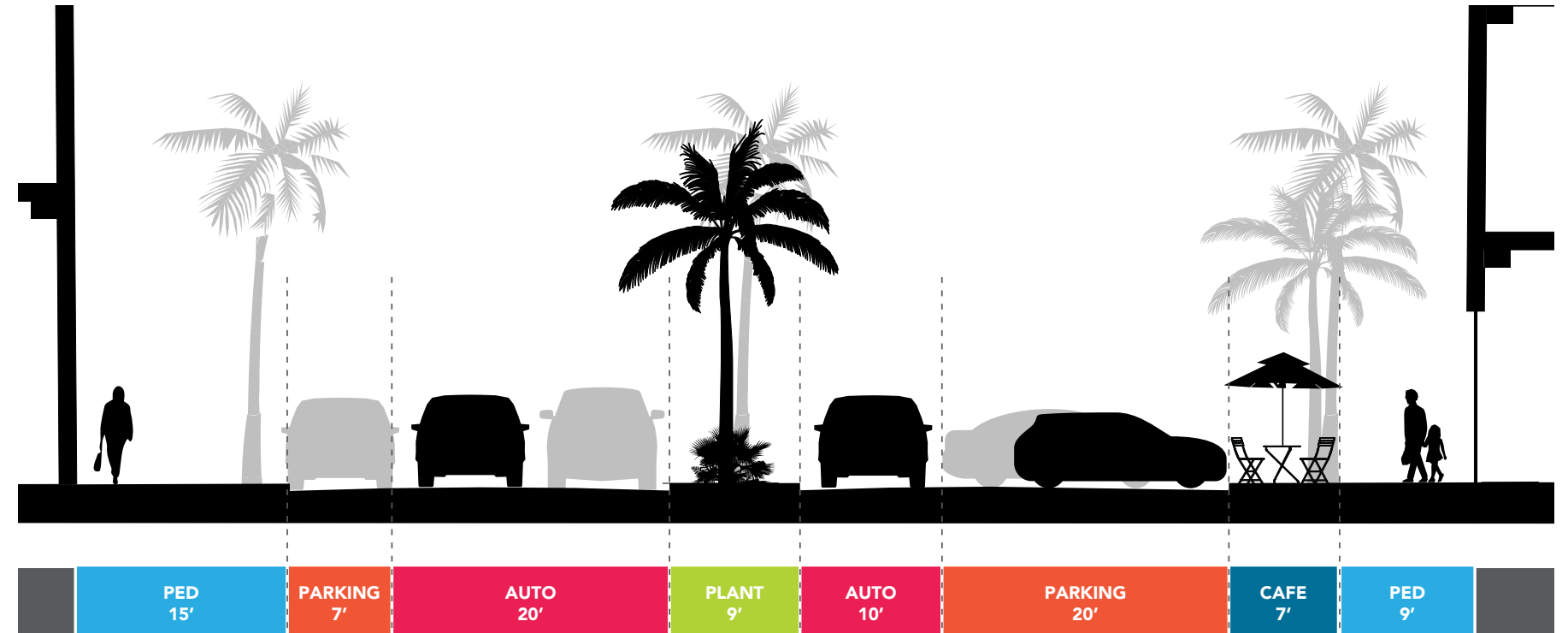
Critical Adjacency 02

The 1200 block of Lincoln Road is threshold between the Lincoln Road pedestrian mall and Biscayne Bay. The proximity of this block to the recently renovated 1100 block of Lincoln Road a newly upgraded Alton Road deems it a logical place for new development to occur. Indeed, an entire block-sized development (1212 Lincoln Road; already approved for construction) will be the catalyst to a rapidly transforming extension of the Lincoln Road commercial corridor.

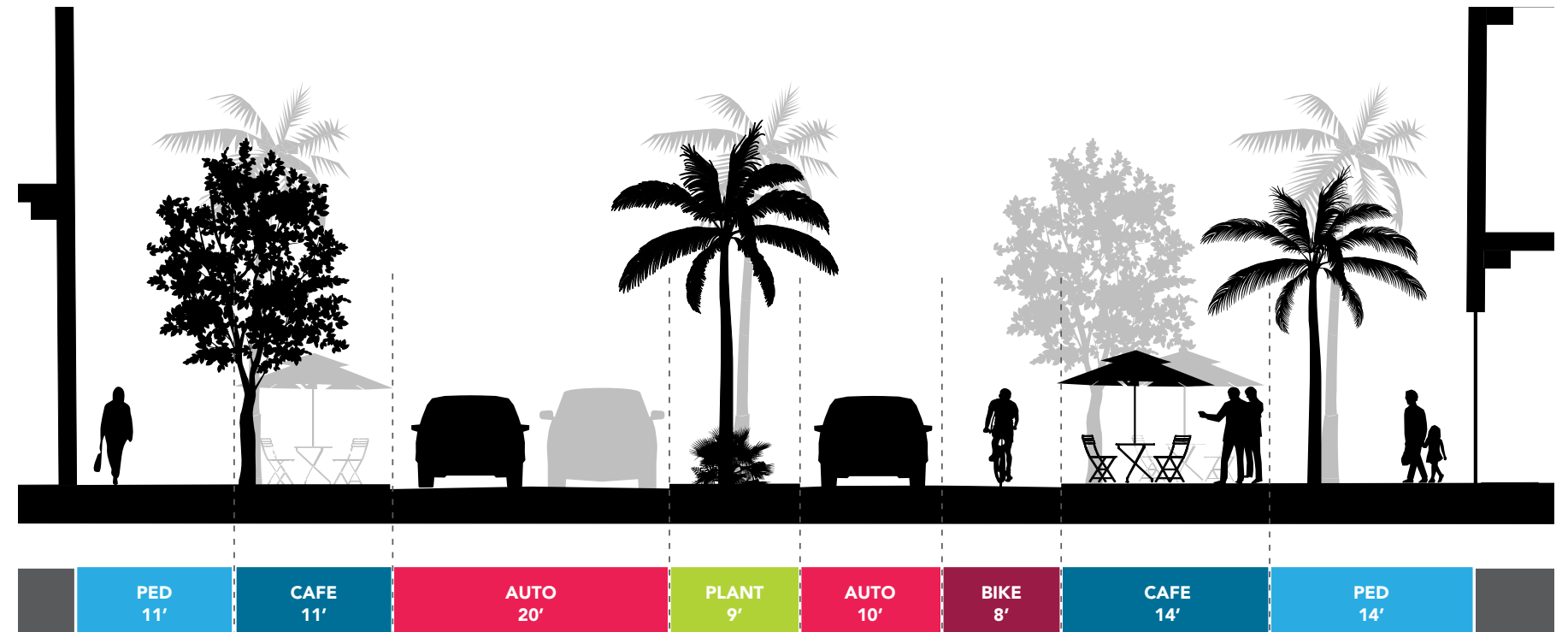
The 1200 block already features a row of lively cafes. To better accommodate those and potential future cafes extending out from the Lincoln Road Mall, recommendations similar to those in previous pilot projects will help make the pedestrian and outdoor dining experience exceptional. If these luxuries come at the expense of reduced on-street parking, the solution is already in sight, as the 1212 development will add significantly to the parking inventory in the immediate proximity of Lincoln Road.



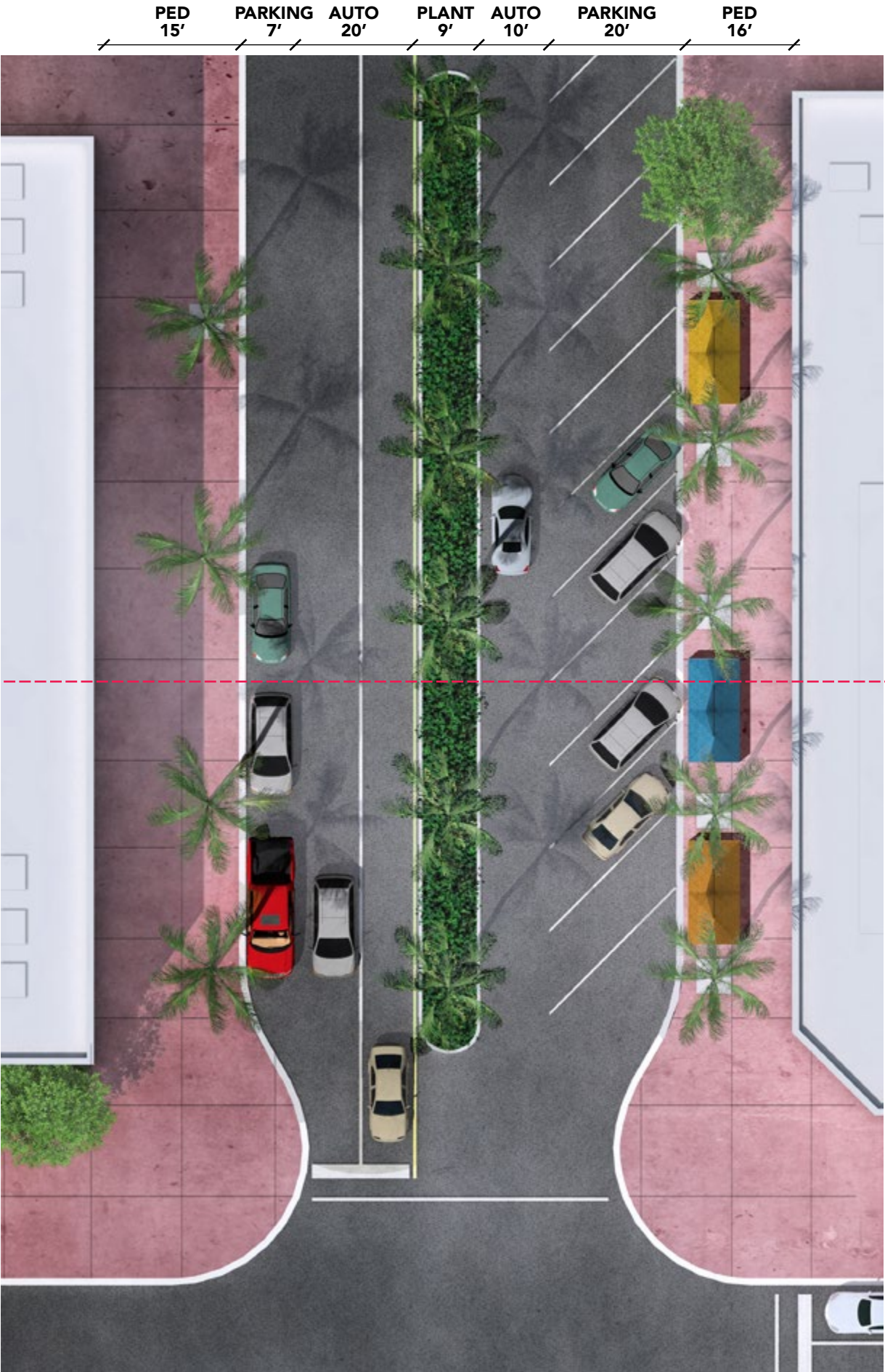
EXISTING: LINCOLN ROAD 1200 BLOCK



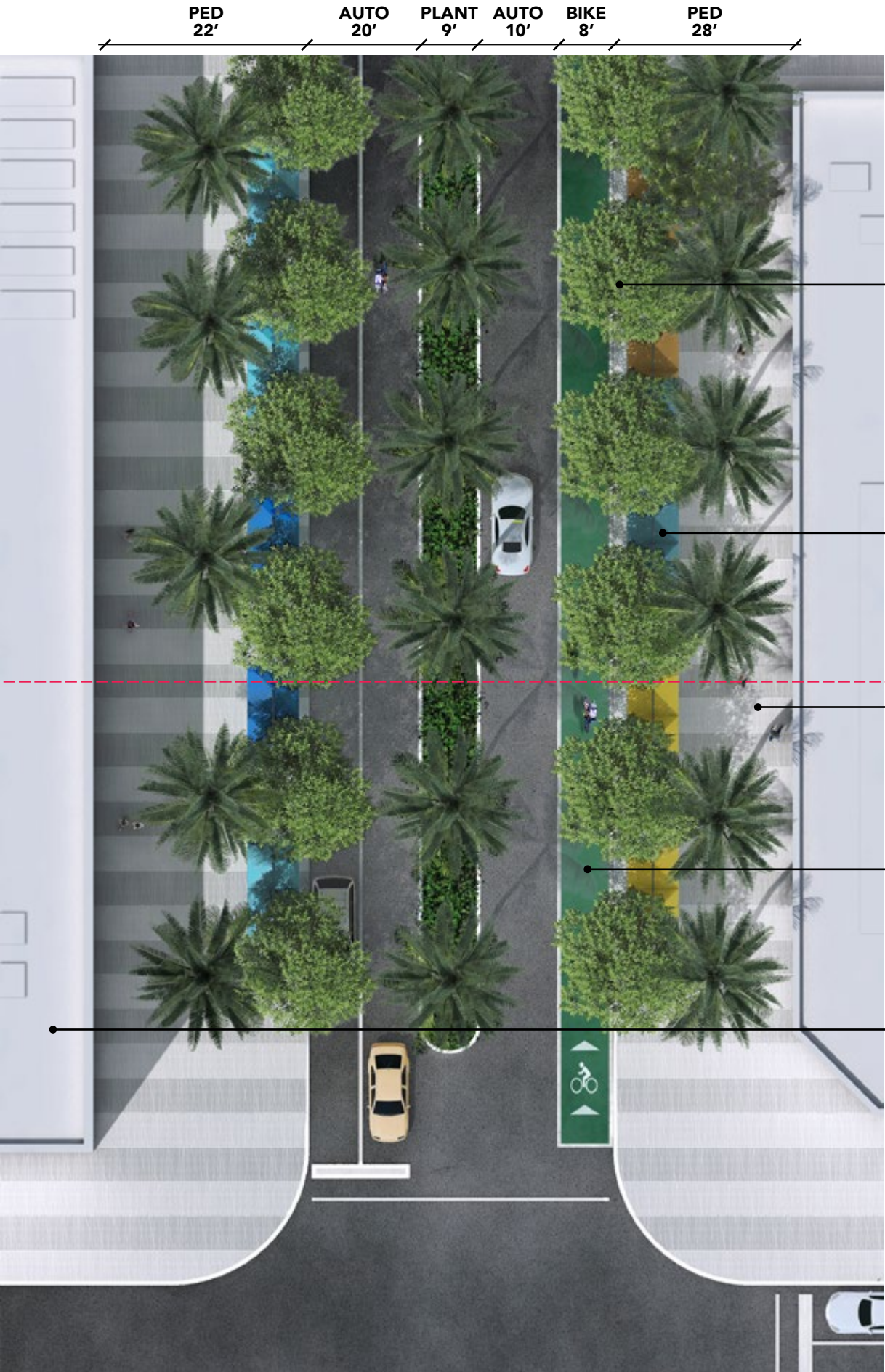
PROPOSED: LINCOLN ROAD 1200 BLOCK



EXISTING: LINCOLN ROAD 1200 BLOCK



PROPOSED: LINCOLN ROAD 1200 BLOCK



NEW STREET TREES

MORE CAFE SPACE

WIDENED SIDEWALKS

8' BIKE LANE*
* 6' + 2' protection buffer per recommendations in the City of Miami Beach Bike and Pedestrian Master Plan

1212 DEVELOPMENT*
* Commercial Development and parking garage by others



2.2 DESIGN ELEMENTS

MORRIS LAPIDUS MASTER PLAN

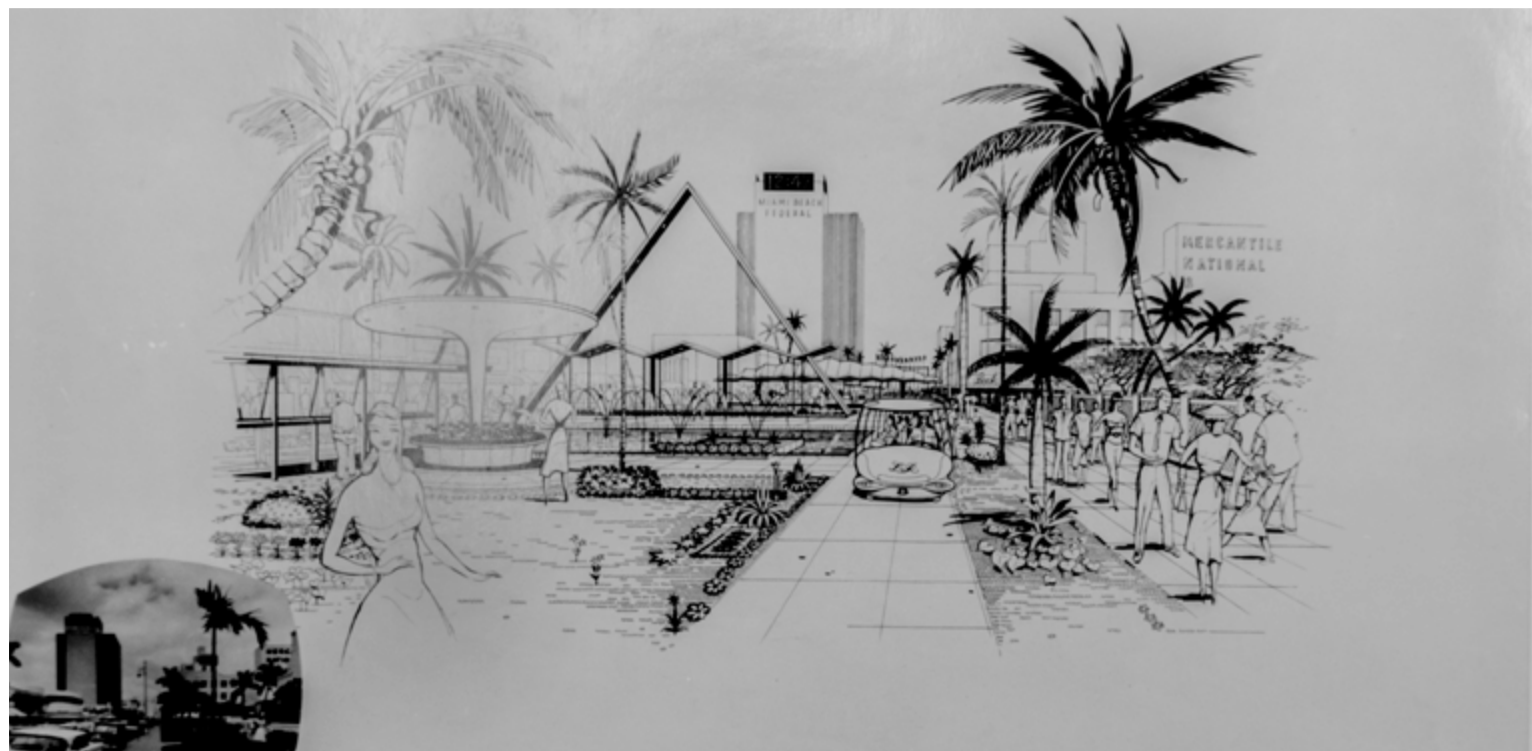
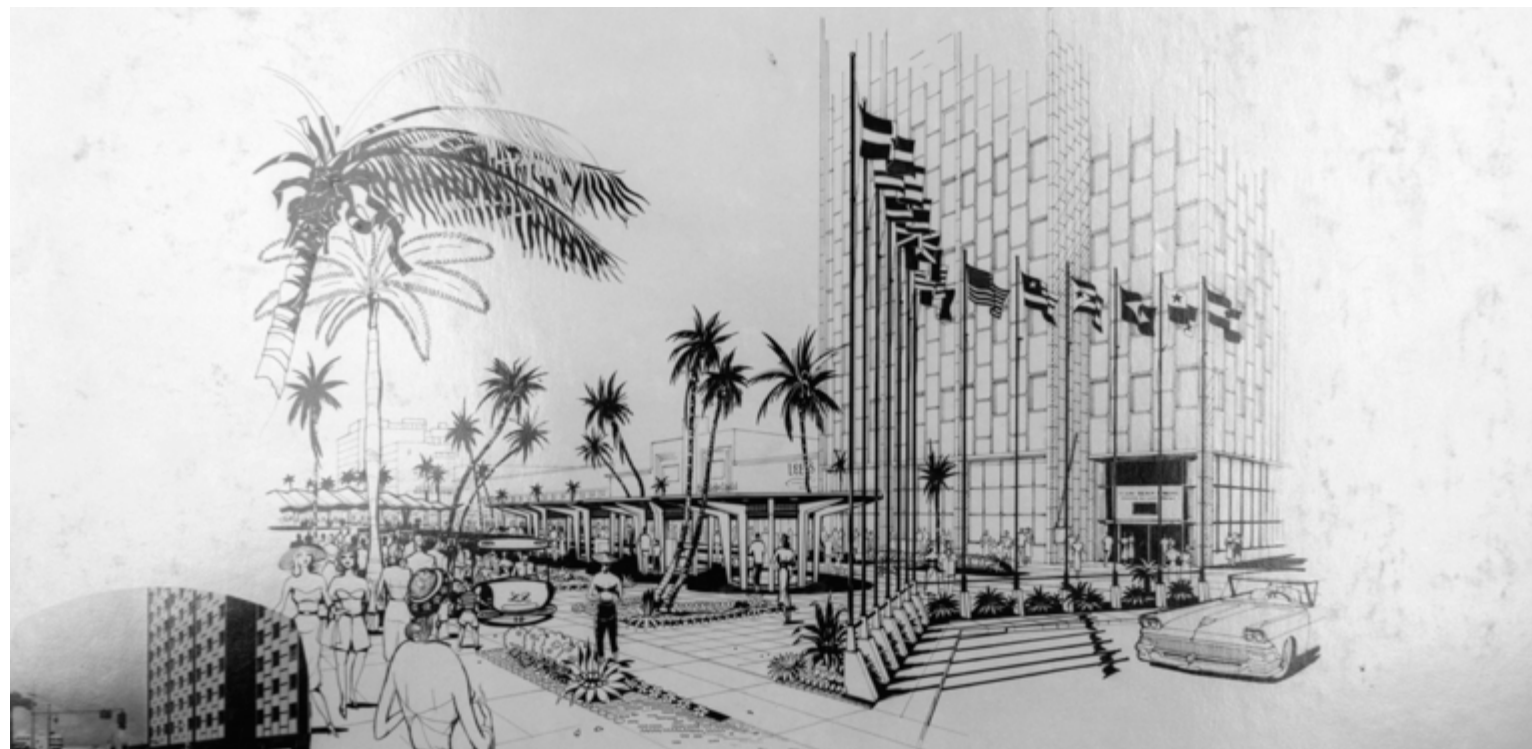
The famous Morris Lapidus Master Plan serves as the foundation for all of the iterations of Lincoln Road through the remainder of the 20th century. The original Lapidus plan is structured around a central spine of architectural follies, planting beds and water features composed over a distinct black and white striped paving (the “piano keys”). Flanking each side of the central spine was a generously wide pedestrian walkway indented to allow visitors to walk alongside the storefronts.

When opened, the entirety of the Lincoln Road Mall was accented with new lighting, slow-moving electric tram-cars, and mood music.*

Key Elements of the Lapidus plan Include:

- A central spine marked by the distinctive “piano key” paving;
- A series of geometrically distinctive planted gardens, water features and seat-walls configured over the piano key paving;
- Sculptural white follies situated on the central spine that punctuate space and provide shade;
- A wide pedestrian promenade against the storefronts;
- A lush vegetation composed of low understory and high canopy trees allowing for clear sightlines both along and across the road;

**(The Miami News, Sunday, Nov. 27, 1960)*



Promotional Master Plan for Lincoln Road by Morris Lapidus, 1954

MORRIS LAPIDUS MASTER PLAN | HISTORICAL PHOTOS





EXISTING ELEMENTS OF HISTORICAL SIGNIFICANCE

DESIGNATION ESTABLISHED BY NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places included the Lincoln Road Mall in its registry in 2011. This process involves the cataloguing of historic elements to in order to recognize and document their significance and guide future treatment. Historical elements on Lincoln Road are categorized according to two general criteria: those “contributing” and others “non-contributing” to historical significance. Most of the architectural and landscape elements introduced by the Lapidus plan in the 1960s are all considered as historically fundamental to the place, and are earmarked as “contributing” in the historic registry.



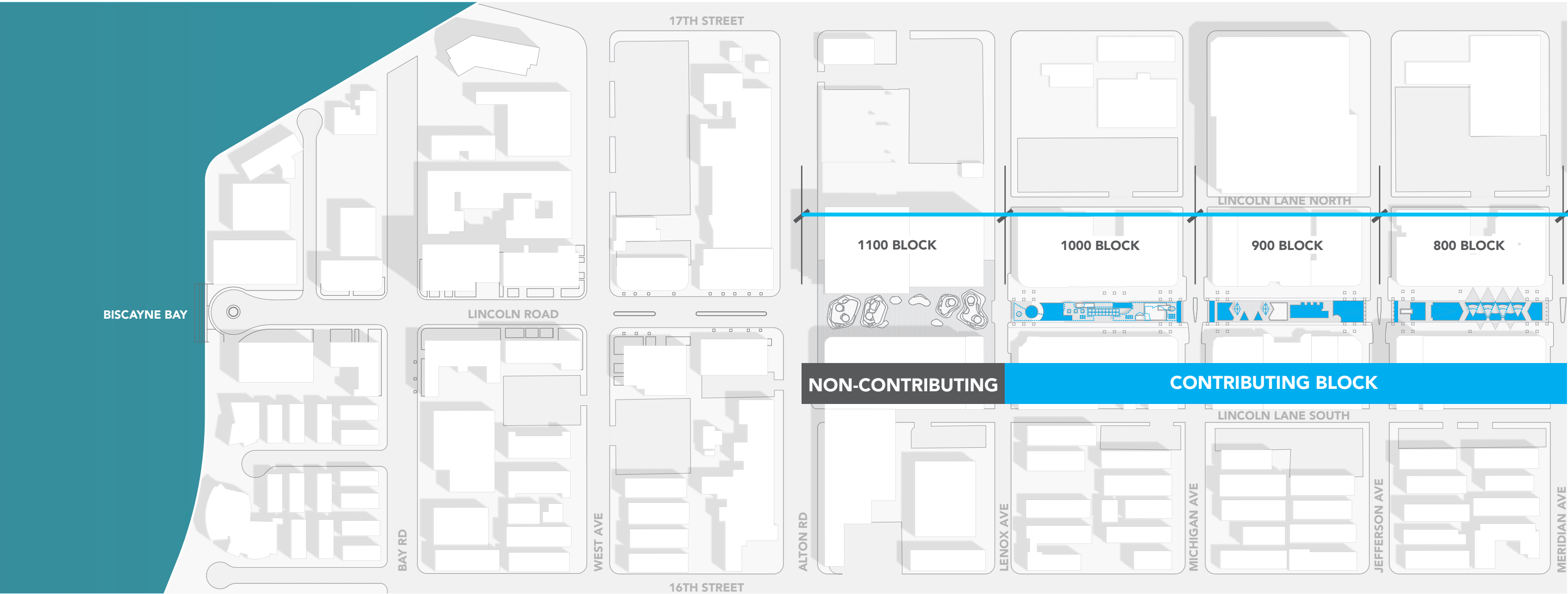
1000 BLOCK



900 BLOCK



800 BLOCK





700 BLOCK



600 BLOCK



500 BLOCK

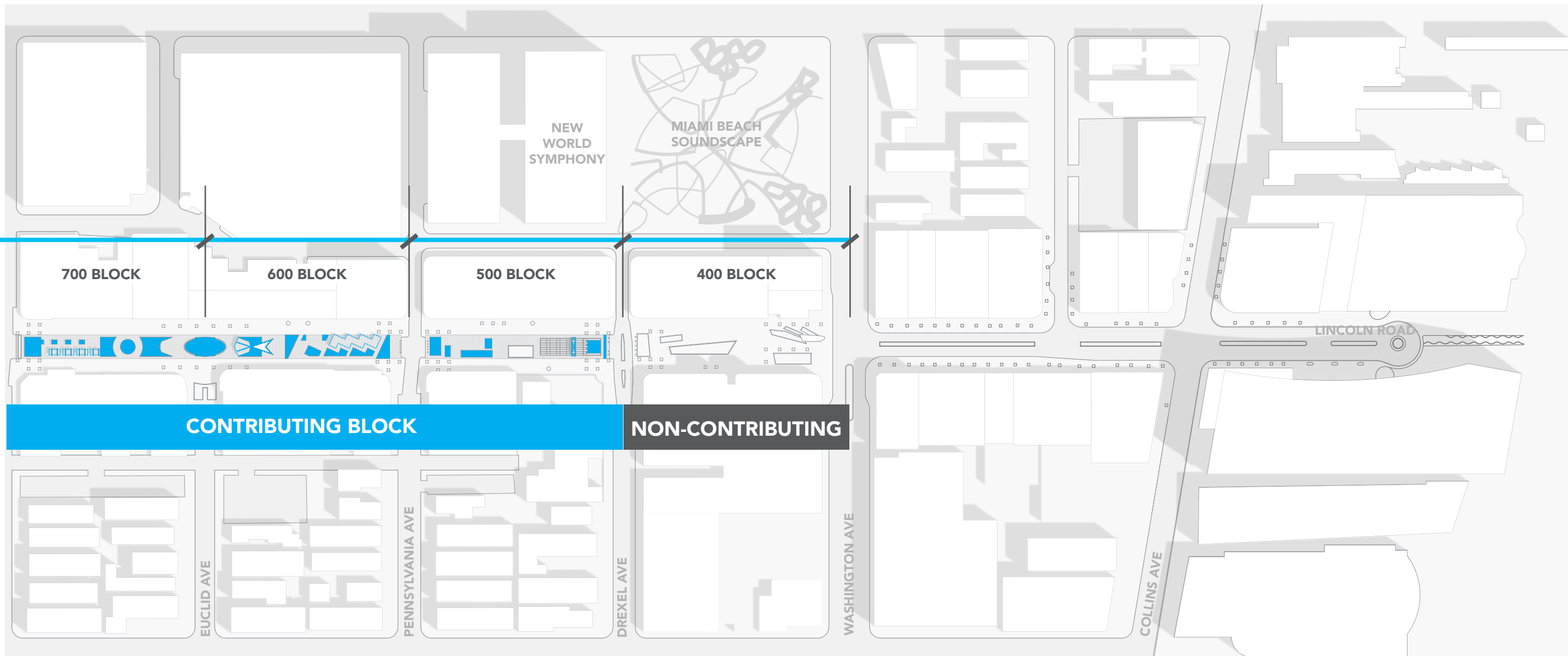


400 BLOCK

LEGEND

CONTRIBUTING ELEMENT

SEE APPENDIX INCLUDED ON TASK 1: SITE ANALYSIS
BOOK FOR BLOCK BY BLOCK ASSESSMENT



MORRIS LAPIDUS MASTER PLAN | BLOCK COMPONENTS

ANALYSIS BASED ON EXISTING 900 BLOCK ELEMENTS

- 1

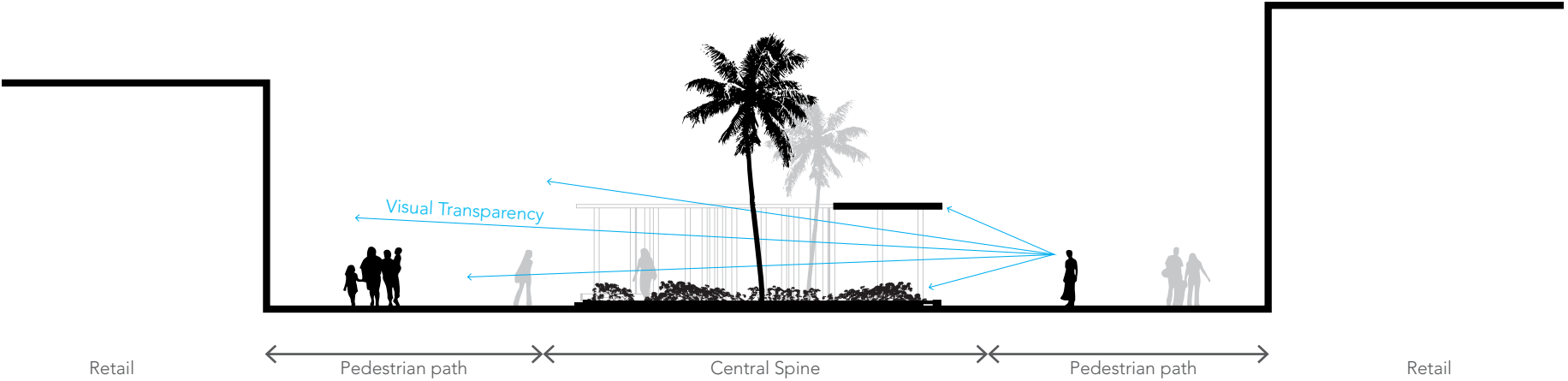
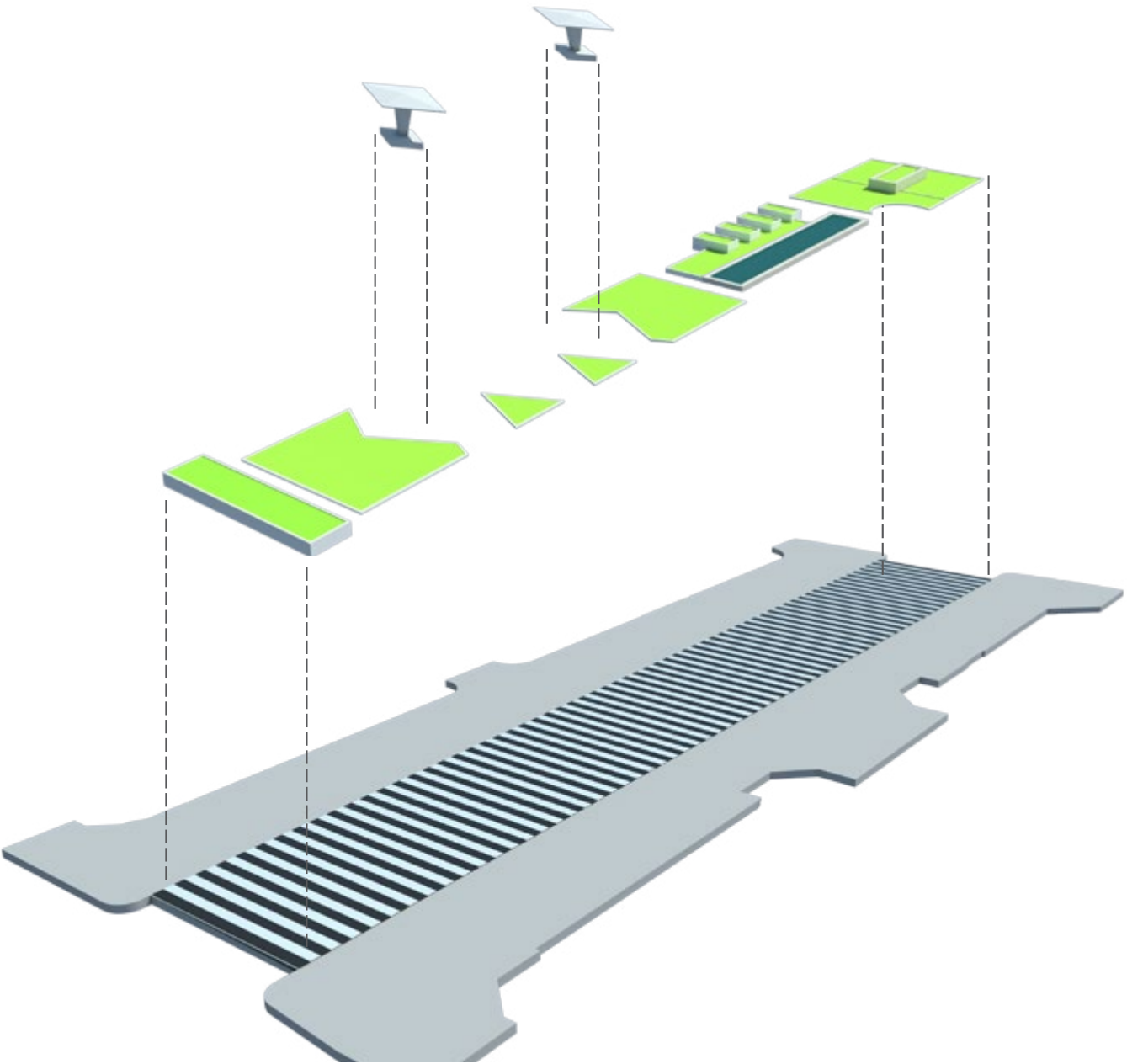
ARCHITECTURAL ELEMENTS
THREE TYPES OF ARCHITECTURAL ELEMENTS ARE ARRANGED ALONG THE CENTRAL SPINE ON EACH BLOCK: A WATER FEATURE, A SERIES OF GEOMETRIC RAISED PLANTERS WITH INTEGRATED SEAT-WALLS AND ARCHITECTURAL FOLLIES

- 2

CENTRAL SPINE
EACH BLOCK IS DEFINED BY A CENTRAL SPINE, DEMARCATED BY THE 'PIANO KEY' PAVING.

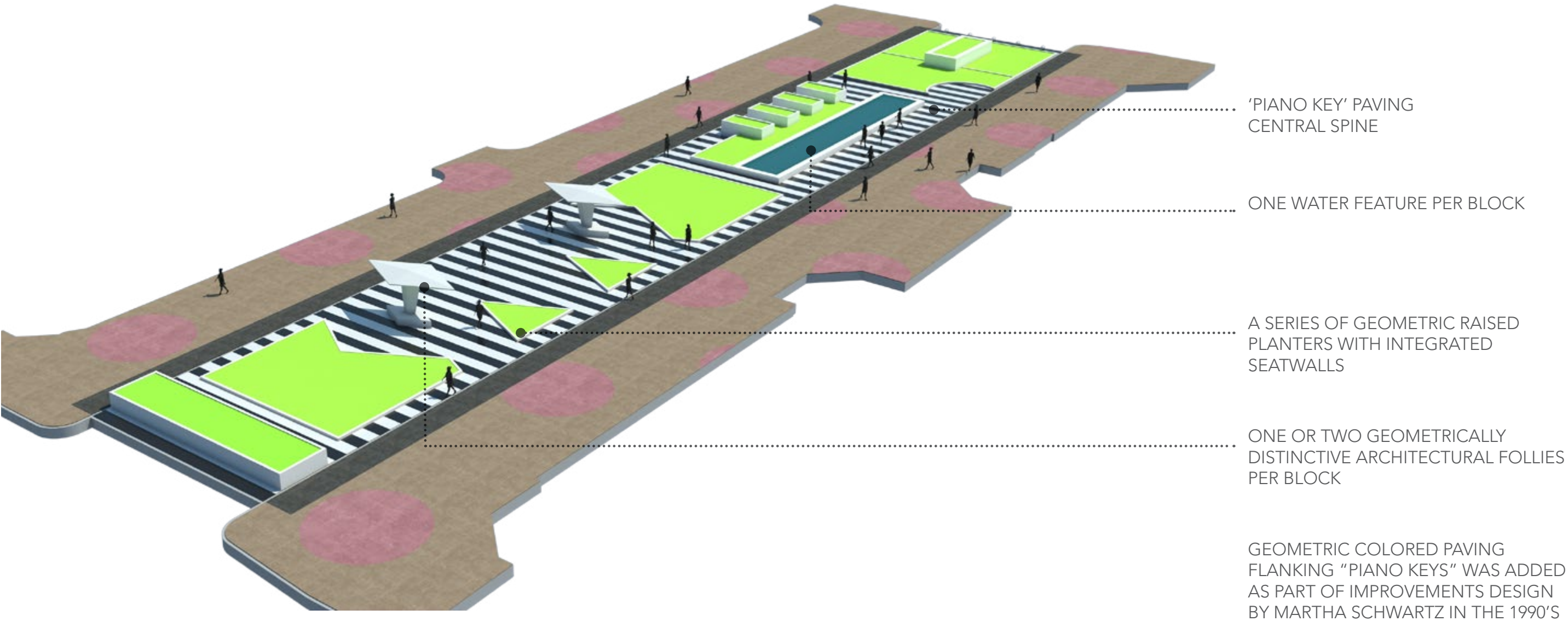
- 3

VEGETATION (ORIGINAL)
ORIGINAL VEGETATION SCHEME WAS COMPOSED OF LOW UNDERSTORY AND HIGH CANOPIES ALLOWING FOR CLEAR NORTH/ SOUTH VIEWS ACROSS THE ROAD



MORRIS LAPIDUS MASTER PLAN | BLOCK COMPONENTS

ANALYSIS BASED ON EXISTING 900 BLOCK ELEMENTS



'PIANO KEY' PAVING
CENTRAL SPINE

ONE WATER FEATURE PER BLOCK

A SERIES OF GEOMETRIC RAISED
PLANTERS WITH INTEGRATED
SEATWALLS

ONE OR TWO GEOMETRICALLY
DISTINCTIVE ARCHITECTURAL FOLLIES
PER BLOCK

GEOMETRIC COLORED PAVING
FLANKING "PIANO KEYS" WAS ADDED
AS PART OF IMPROVEMENTS DESIGN
BY MARTHA SCHWARTZ IN THE 1990'S

MORRIS LAPIDUS MASTER PLAN | ARCHITECTURAL FOLLIES

1000 BLOCK



900 BLOCK



600 BLOCK

600 BLOCK

800 BLOCK



700 BLOCK



500 BLOCK



400 BLOCK (NOT EXISTING TODAY)

CAFE ORGANIZATION AND INFRASTRUCTURE

Outdoor restaurants, bars and cafes contribute significantly to the vibrancy and identity of Lincoln Road. They are lively, fun and attractive from the morning through to the evening hours. However, the fast paced growth in outdoor seating allocation over the years has led to an ad-hoc accumulation of elements that lacks clarity and order. The impression is often one of congestion, clutter and disorganization. Many original Lapidus features are hidden or even surrounded and diminished. The entire method for balancing the demand and vibrancy of outdoor dining with the experience of non-commercialized public space merits a new, comprehensive vision.

To that end, the Master Plan proposes establishing clearly marked cafe zones that can accommodate all of the existing cafe settings for each restaurant on the road, while identifying areas for potential future outdoor cafe spaces, ensuring both organized usage and potential expansion over time.

Along with the establishment of clear cafe zones, the Master Plan proposes a series of guidelines for outdoor cafe canopies and infrastructure, seeking to standardize key elements such as canopy sizes, in-ground footings and electrical wiring while providing flexibility for customization, ensuring each cafe can be distinctive and

the experience at large along the road can be as varied as it is today.

The physical recommendations for cafe organization outlined on this document need to be further calibrated with each cafe operator and should be supported by revisions to the current cafe ordinance, as established by the City of Miami Beach, to ensure a cohesive both physical and operational improvement throughout.

The main objectives of this re-organization is to ensure that cafes and outdoor dining areas are:

- **ORDERLY, ACCESSIBLE AND ORGANIZED;**
- **CLEARLY DEMARCATED TO SEPARATE DINING SPACES FROM OPENLY PUBLIC AREAS AND MOVEMENT CORRIDORS;**
- **ENFORCEABLE;**
- **CUSTOMIZABLE TO ALLOW FOR VARIATION AND BRAND IDENTITY.**



EXISTING CAFE ORGANIZATION AND INFRASTRUCTURE

OBSERVATIONS:

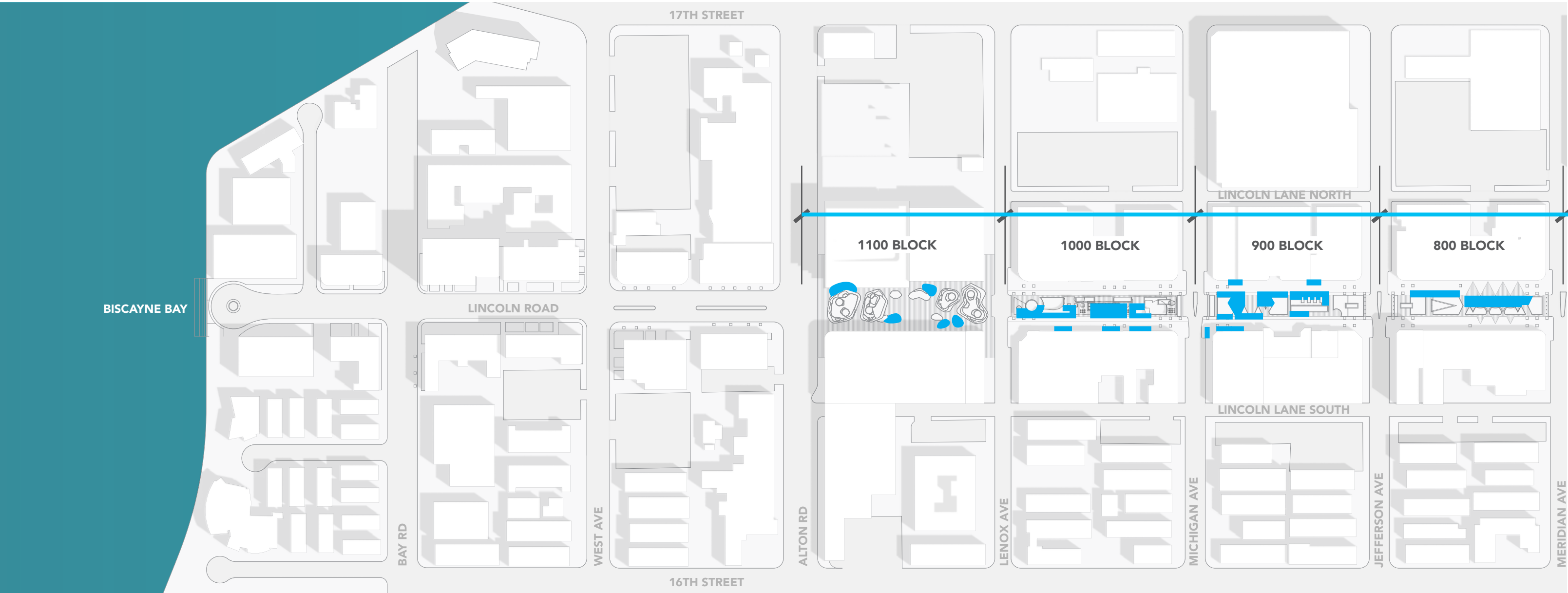
- CAFE ZONES LACK CLARITY CHALLENGING THE ENFORCEMENT OF ALLOWABLE ZONES
- CAFE ZONE ORGANIZATION IS INCONSISTENT LEADING TO UNEVEN CIRCULATION SPACE ALONG THE PEDESTRIAN WALKWAY, POSING A CHALLENGE FOR EMERGENCY VEHICLE ACCESS.
- CAFE LOCATIONS AND CANOPIES BLOCK VISUAL AND PHYSICAL ACCESS TO LAPIDUS FOLLIES, WATER FEATURES AND GARDENS
- INFRASTRUCTURAL ELEMENTS SUCH AS SERVICE STATIONS, HEATERS AND FANS FURTHER CLUTTER CIRCULATION SPACE



CLUTTERED CIRCULATION SPACE



HEAT LAMPS AND FANS





VARIETY OF CANOPY TYPES UNDER LAPIDUS FOLLIES



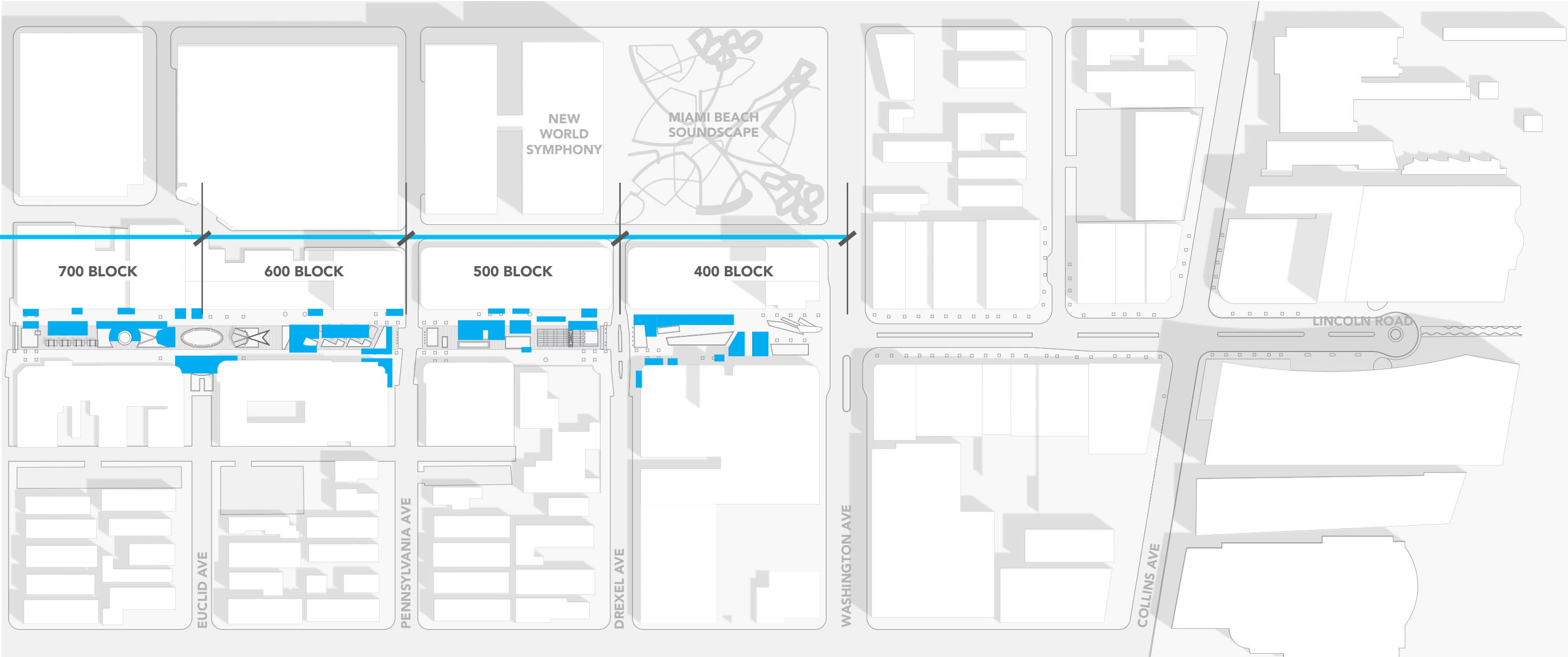
EXPOSED SERVICE STATIONS



EXPOSED BACK OF HOUSE

LEGEND

ORDAINED SIDEWALK CAFE AREAS

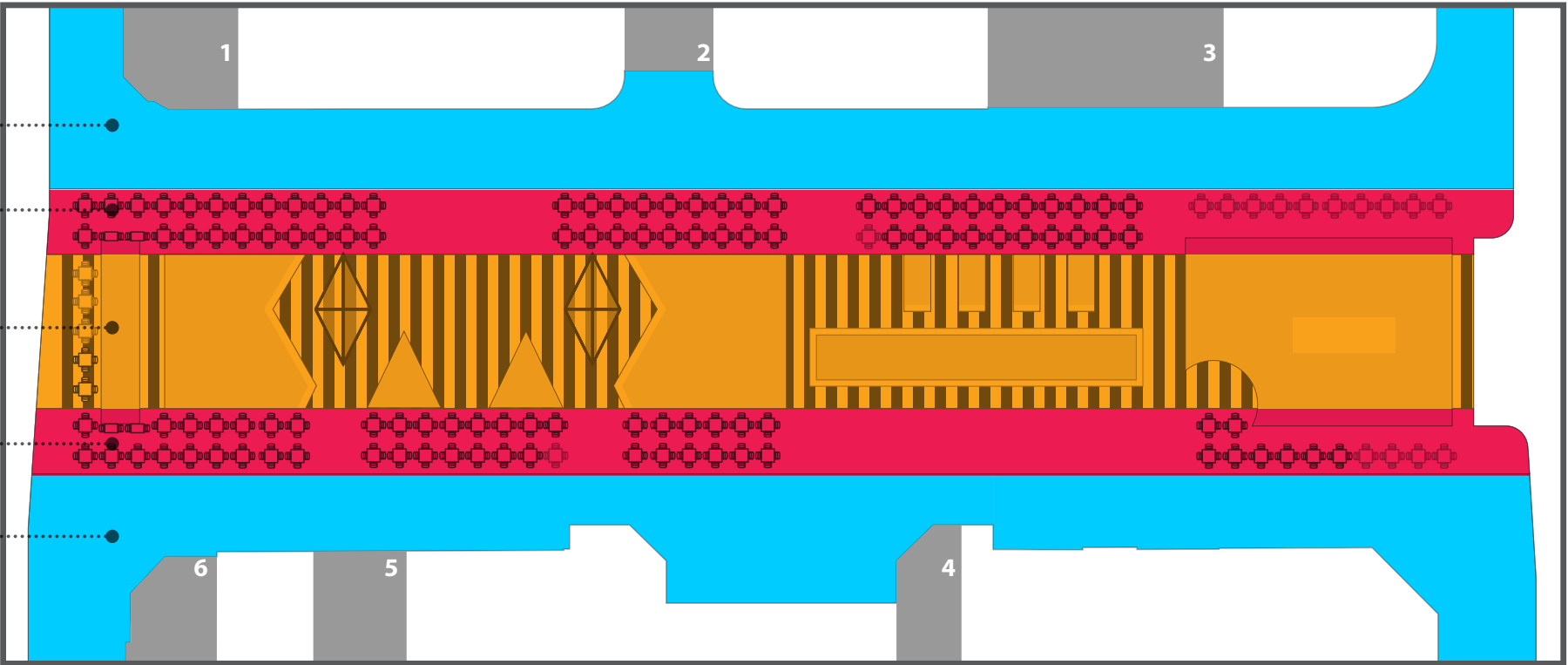


CAFE ORGANIZATION | GUIDELINES

GUIDELINES ARE ILLUSTRATED ON THE 900 BLOCK, SEE CHAPTER 2.3 FOR PROPOSED BLOCK BY BLOCK LAYOUTS

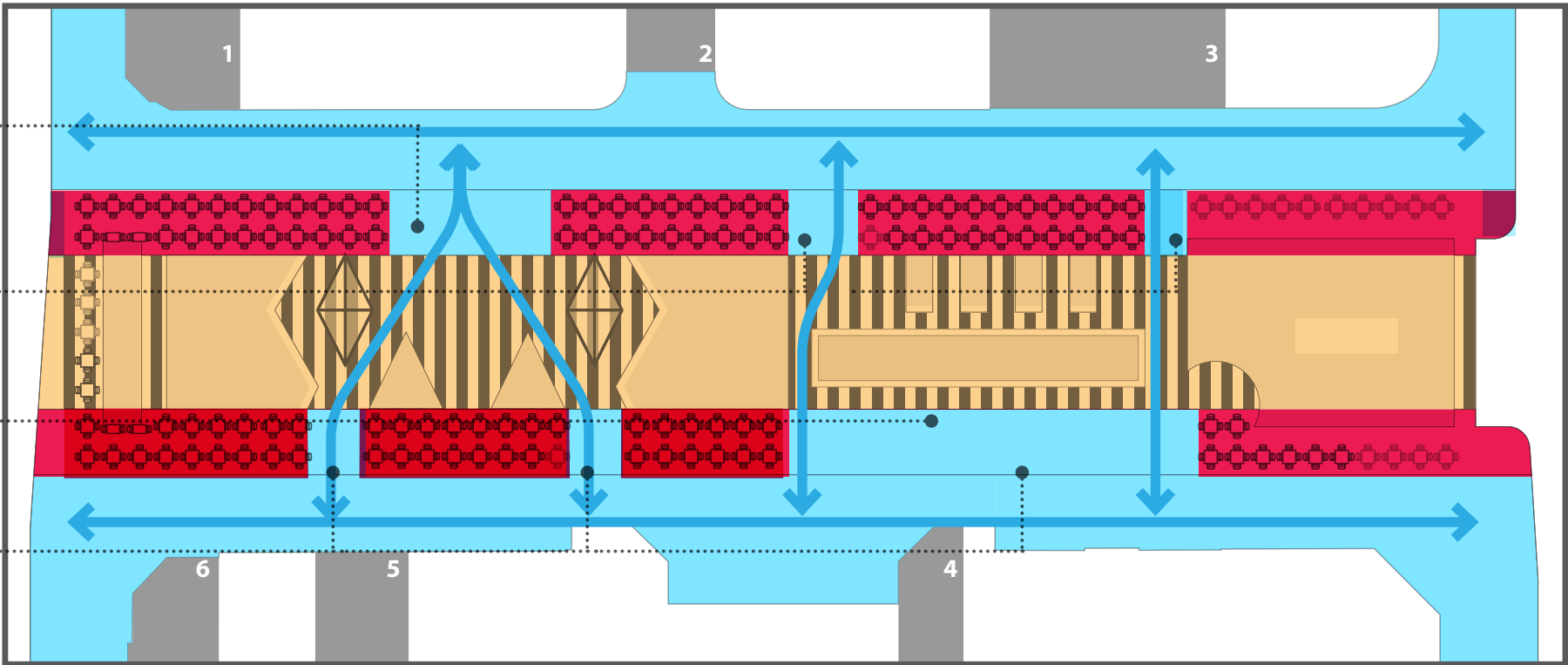
1 SPLIT ROAD INTO THREE ZONES

- A 15' MIN PEDESTRIAN ZONE
- B 15' WIDE CAFE ZONE
- C 35' WIDE CENTRAL SPINE
- B 15' WIDE CAFE ZONE
- A 15' MIN PEDESTRIAN ZONE



2 ESTABLISH STRATEGIC OPENINGS IN 15' CAFE ZONE:

- A NO CAFE ZONE AT ENTRIES OF "OUTDOOR LIVING ROOMS"
- B AT LEAST TWO STRATEGIC NO CAFE ZONES TO ALLOW FOR NORTH / SOUTH CIRCULATION
- C NO CAFE ZONES IN FRONT OF KEY LAPIDUS ELEMENTS
- D NO CAFE ZONES WILL BE DEMARCATED WITH A DIFFERENT PAVING TYPE

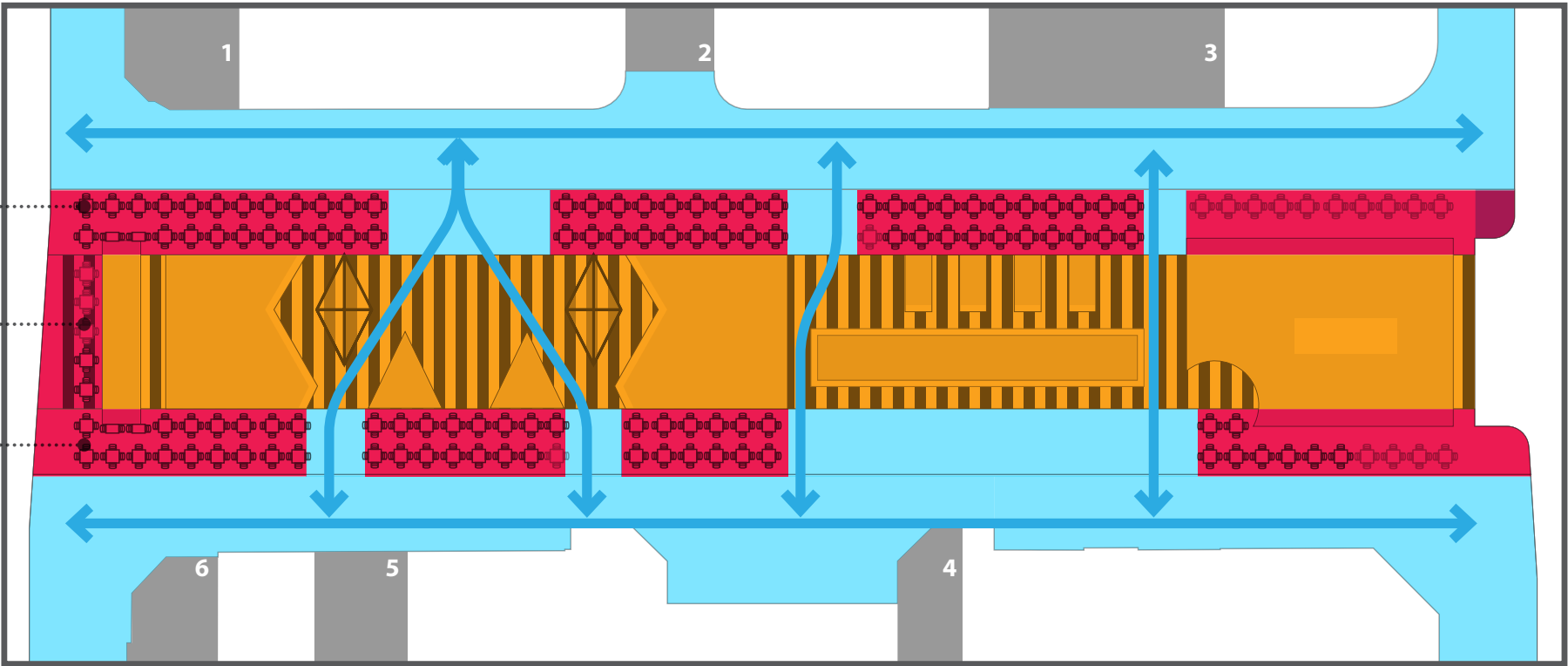


CAFE ORGANIZATION | GUIDELINES

GUIDELINES ARE ILLUSTRATED ON THE 900 BLOCK, SEE CHAPTER 3.3 FOR PROPOSED BLOCK BY BLOCK LAYOUTS

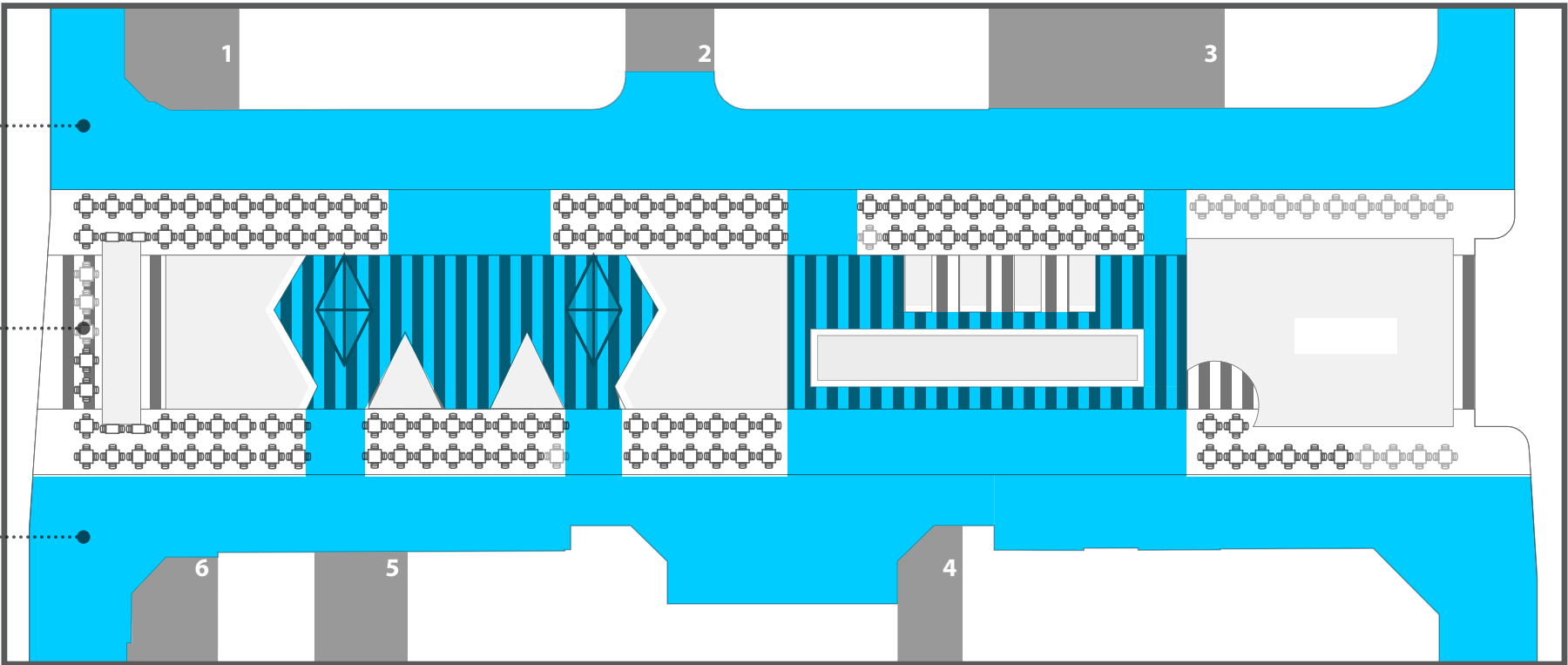
3 CREATE CAFE "BOOKENDS" SELECTIVELY

- A 15' WIDE CAFE ZONE
- B STREET GEOMETRY IS REVISED SELECTIVELY TO ELIMINATE INDENT AND PLANTED MEDIAN CREATING A TABLED INTERSECTION AND MORE OPPORTUNITIES FOR CAFE ZONES
- A 15' WIDE CAFE ZONE



4 RESULT IN A CLEAR PEDESTRIAN ZONE + POROUS CENTRAL SPINE

- A 15' MIN PEDESTRIAN ZONE
- C 35' WIDE CENTRAL SPINE
- A 15' MIN PEDESTRIAN ZONE

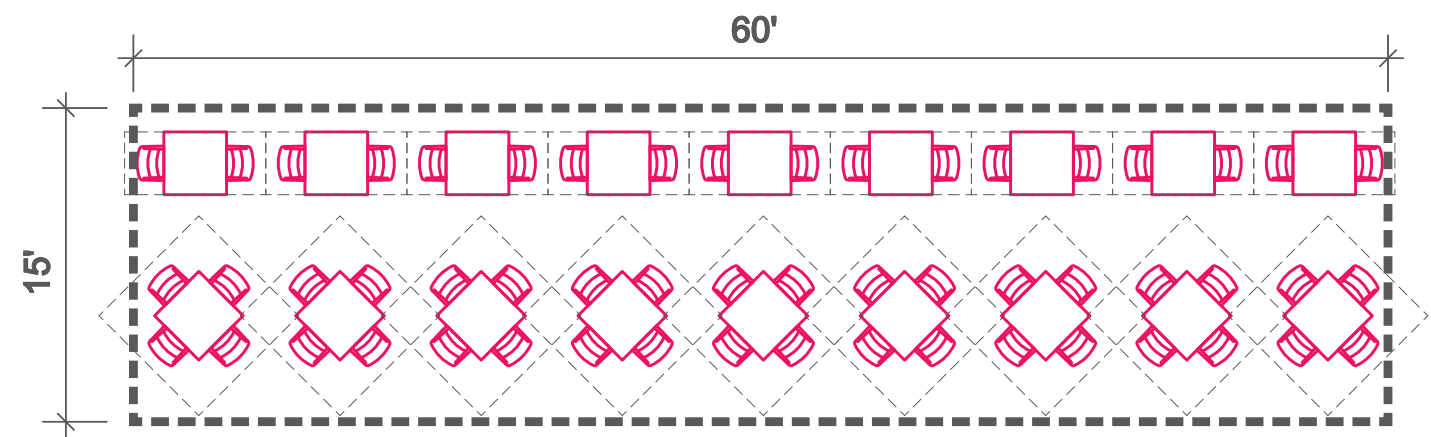


CAFE ORGANIZATION | TYPICAL LAYOUTS

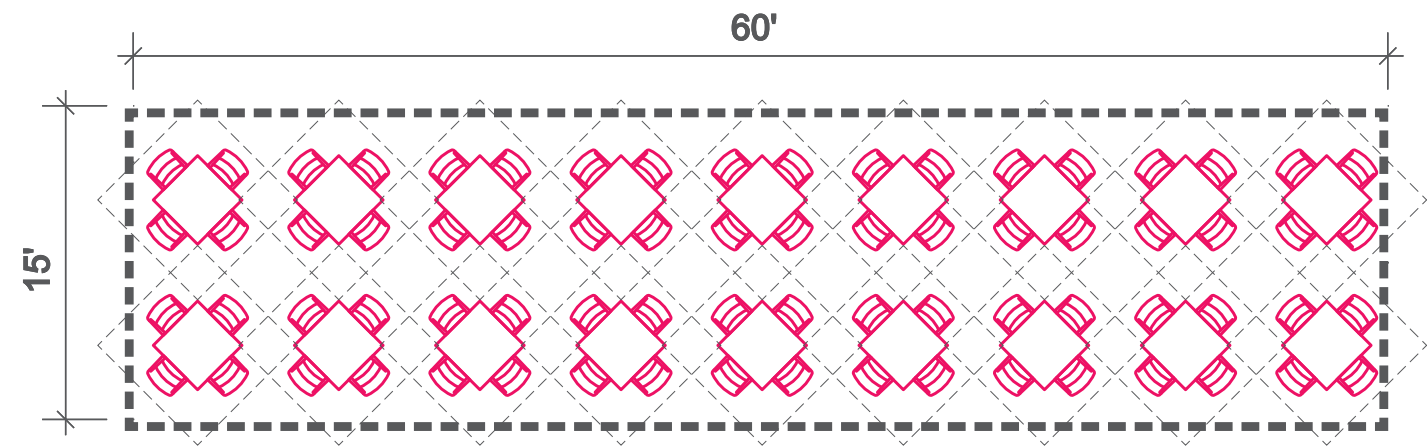
The 15-foot cafe zone flanking each side of the “piano key” spine can accommodate a variety of table layouts ranging from:

- (1) one row for tables of two and one row seating tables of four
- (2) two rows of tables, each seating four
- (3) three rows of tables - two seating two people each and one row that seats tables of four or
- (4) a layout that can accommodate three rows of tables for two

1 LAYOUT #1- ONE ROW OF TABLES FOR 2 AND ONE ROW OF TABLES FOR 4



2 LAYOUT #2- TWO ROWS OF TABLES FOR 4

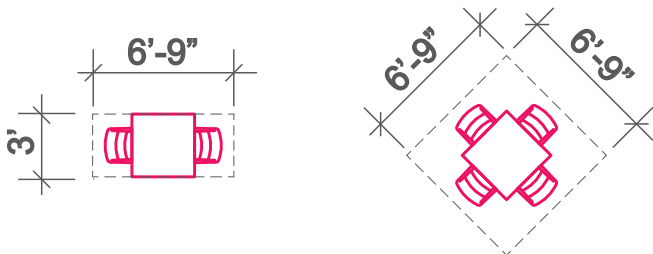


Books and Books outdoor cafe



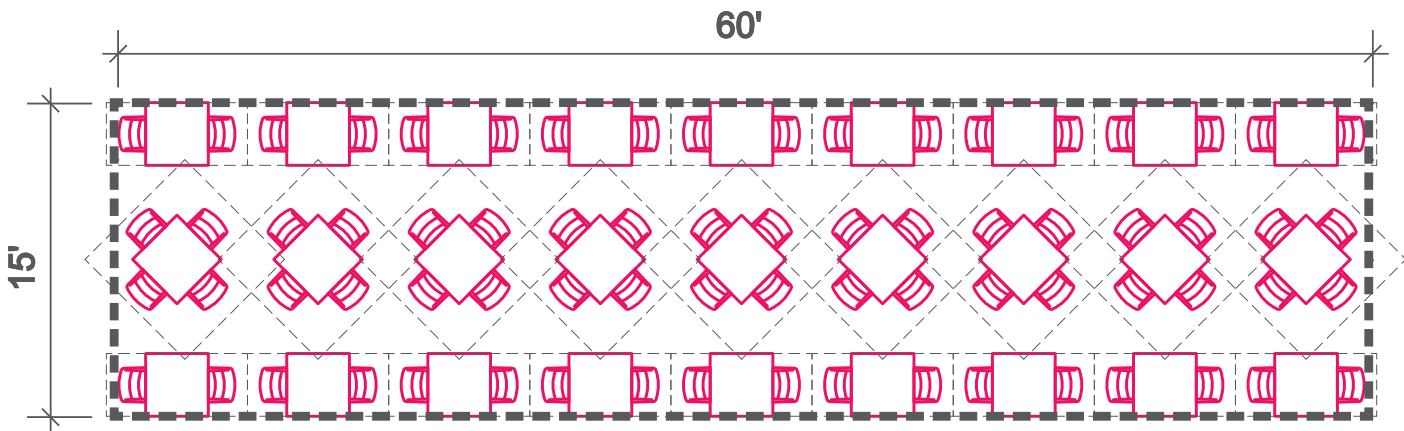
Sibilla outdoor cafe

CAFE ORGANIZATION | TYPICAL LAYOUTS



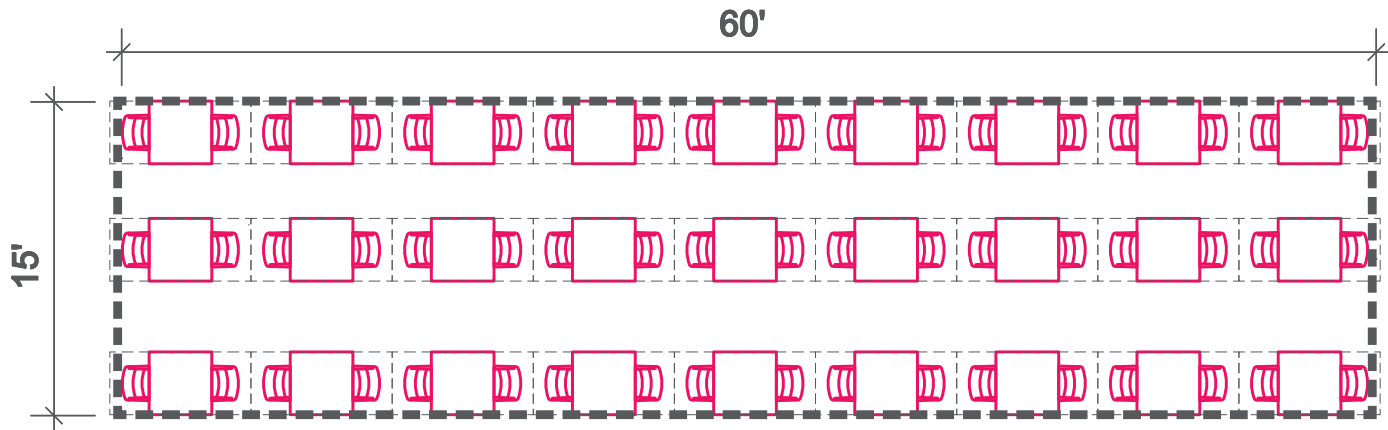
Study table sizes

3 LAYOUT #3- TWO ROWS OF TABLES FOR 2 AND ONE ROW OF TABLES



Tiramisu outdoor cafe

4 LAYOUT #4- THREE ROWS OF TABLES FOR 2

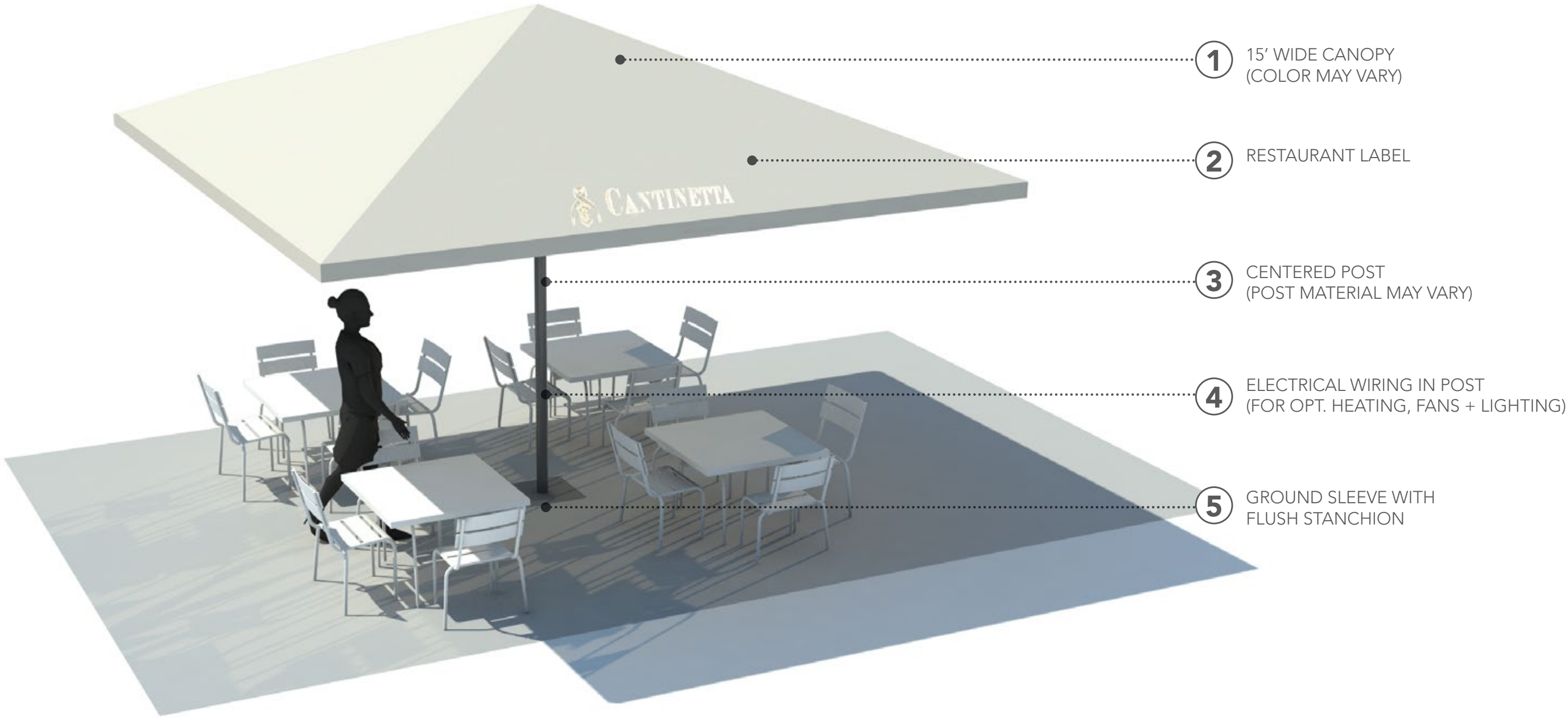


Rosinella outdoor cafe

CAFE CANOPY GUIDELINES | TYPICAL COMPONENTS *

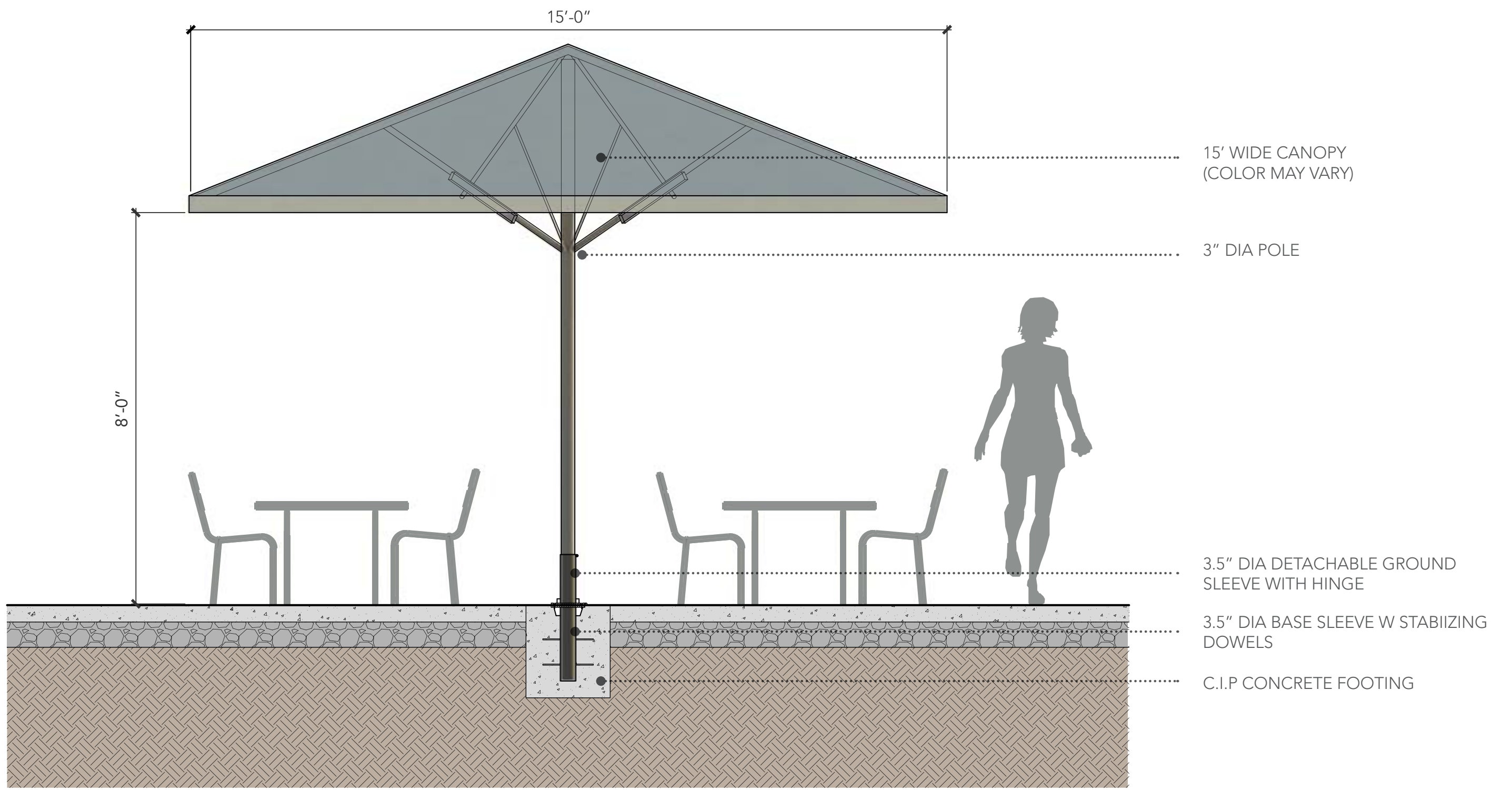
* DESIGN BASED ON UHLMANN UMBRELLAS

In order to minimize clutter, clear up floor space for tables and chairs and help to organize infrastructure, the Master Plan proposes a permanent concrete footing below grade with a capped stanchion is incorporated as part of the overall road improvements. The footing will be sized to accommodate a removable 15-foot canopy with a central mast. Electrical wiring to each cafe will be sleeved through the footing and pulled through the post for connection to electric heaters, fans and lighting.



CAFE CANOPY GUIDELINES | TYPICAL COMPONENTS *

* DESIGN BASED ON UHLMANN UMBRELLAS

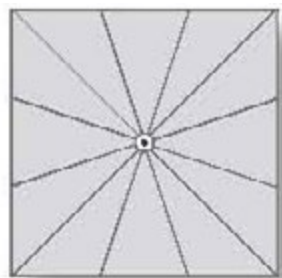


CAFE CANOPY GUIDELINES | OPTIONS *

* DESIGN BASED ON UHLMANN UMBRELLAS

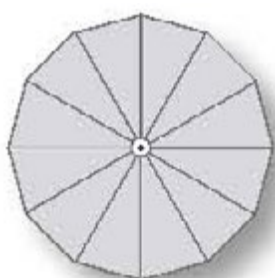
In order to add variety and allow each restaurant to have a distinctive identity and environment, each restaurant operator may choose from a variety of options including the canopy’s shape, strength, post material and fabric type and color.

1 SHAPE + STRUCTURE



SQUARE

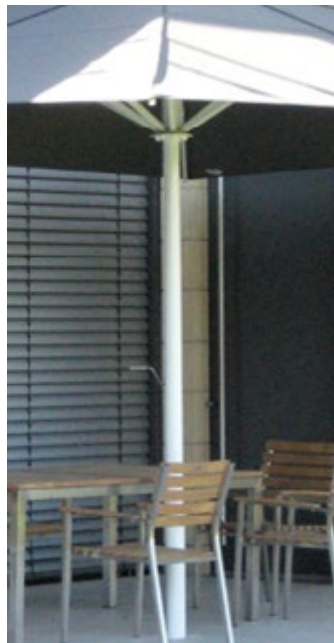
- 15 X 15’ | 8 ARMS \$
- 15’ X 15’ | 12 ARMS STRONG WIND \$\$



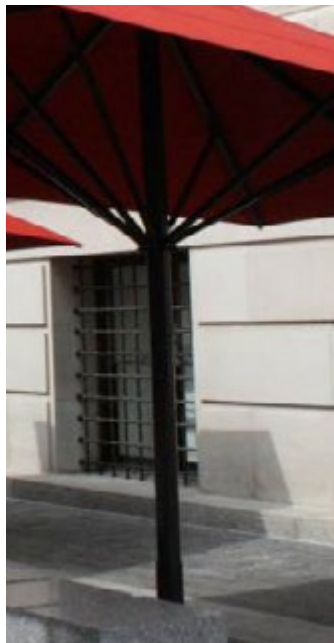
ROUND

- 15’ DIA. | 8 ARMS \$
- 15’ DIA. | 12 ARMS STRONG WIND \$\$

2 POST MATERIAL



- BASIC WHITE \$



- CUSTOM COLOR \$\$



- WOOD \$\$\$



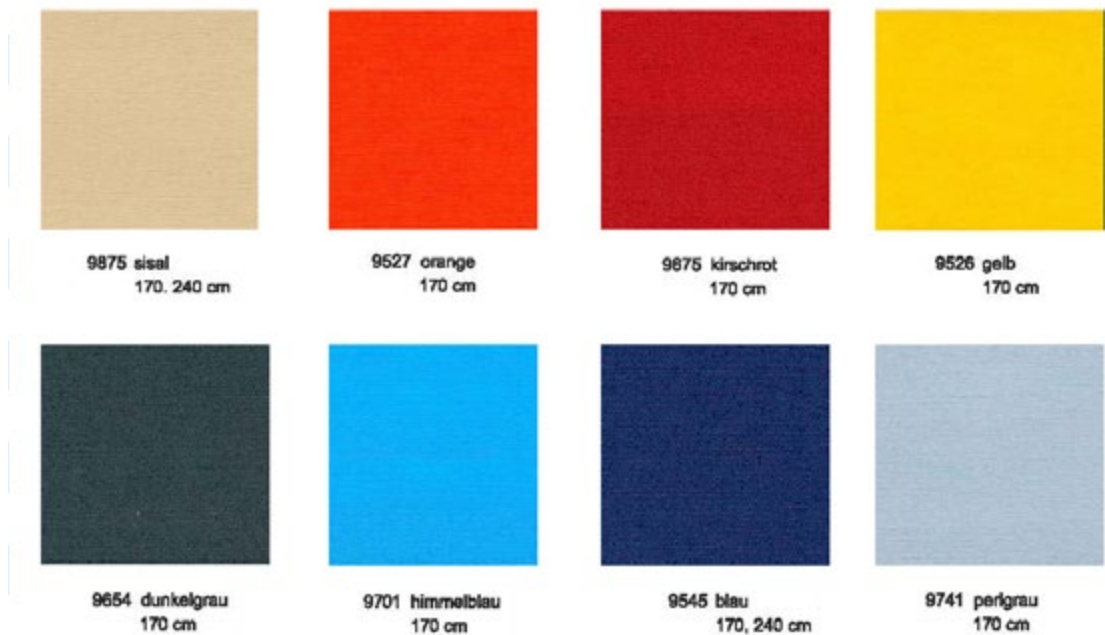
- STONE \$\$\$

3 FABRIC TYPE AND COLOR



OPTION 1- DOLAN (SUNACRYL) \$\$

- 10-YEAR WARRANTY
- WEIGHT = 290 G/M2



OPTION 2- AIRTEX (POLYESTER) \$

- 2-YEAR WARRANTY
- WEIGHT =195 G/M2

CAFE CANOPY GUIDELINES | OPTIONS *

* DESIGN BASED ON UHLMANN UMBRELLAS

Suggested revisions to the cafe ordinance include:

(1) all accessories such as heaters, fans, lighting and rain gutters are attached to the canopy's frame

A ELECTRIC HEATERS



B LIGHTING



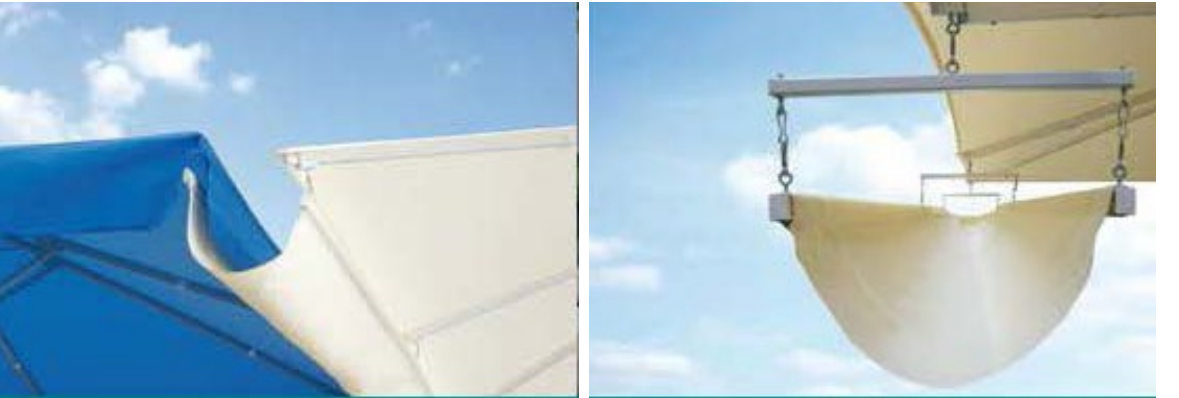
(2) prohibit the placement of these elements on the ground or their storage on the road while un-used.

(3) It is also suggested the cafe ordinance enforces the use of electric heaters only, to be serviced by permanent electrical connections installed on the canopy poles.

C FANS



D RAIN GUTTERS



PAVING

- SIMPLE
- DURABLE
- LOW MAINTENANCE
- DISTINCTIVE

The paving for Lincoln Road is designed to be simple, durable, low maintenance, and distinctive.

On the pedestrian portion of the road, paving is envisioned as a means to further reinforce the three proposed use zones: the pedestrian zone, the cafe zone and the “piano key” central spine.

The black and white paving of the “piano keys” will be restored using tinted cast-in-place concrete punctuated with matching black and white exposed stone aggregate. Tinted concrete will reduce current maintenance challenges of the painted keys as it will retain its color of installation without the need to constant paint touch-ups. The aggregate will also contribute a finer quality and more saturated color intensity to the black and the white. The exposed aggregate will be smooth and level, and fully ADA compliant. It will also add sufficient texture to enhance slip-resistance during rain.

The pedestrian and cafe zones will be re-paved using a cast-in-place tinted concrete with exposed seashell aggregate, flush with the surface and fully ADA compliant. The pedestrian zone will be distinguished by a combination of alternating light grey tints evoking the stripes of the piano keys while the cafe zone will exhibit one tint only for a more solid aesthetic.

Both zones will be punctuated by a cut geometric pattern that further reinforces the stripe effect.

Each of the paving zones will be edged by a 4” wide metal grate for drainage. The relocation of trench drains and their increase to two on either side of the road’s centerline will allow for the low point of the road to be lifted and for a more comfortable cross slope for the pedestrian.

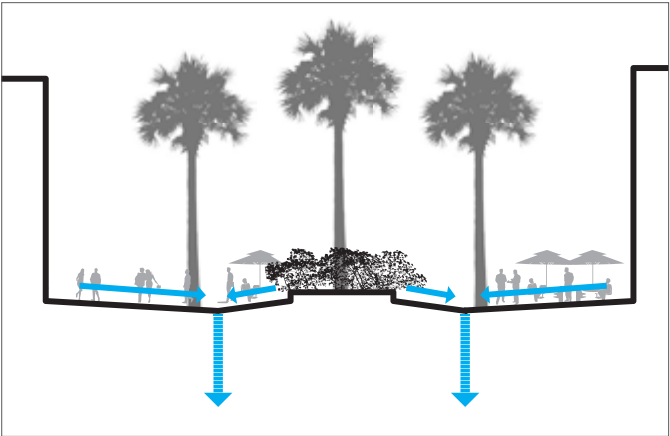
See the appendix chapter for detailed analysis of the Road’s existing elevations and proposed drainage strategy.



EXISTING PAVING AND DRAINAGE

OBSERVATIONS:

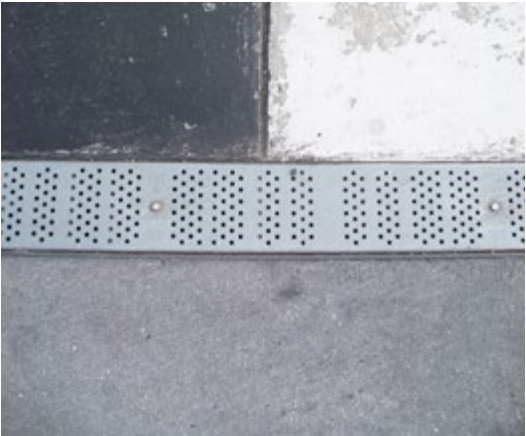
- CURRENT DRAINAGE SCHEME CONSISTING OF TWO TRENCH DRAINS, ONE ON EITHER SIDE OF 'PIANO KEY' PAVEMENT CREATES STEEP AND UNCOMFORTABLE CROSS SLOPES
- 'PIANO KEY' PAINT IS OFTEN DAMAGED BY POWER WASHING AND REQUIRES CONSTANT PAINTING TOUCH-UPS
- COLORED CONCRETE SIDEWALKS FADE WITH SUN EXPOSURE MAKING IT IMPOSSIBLE TO MATCH NEW AND EXISTING ZONES



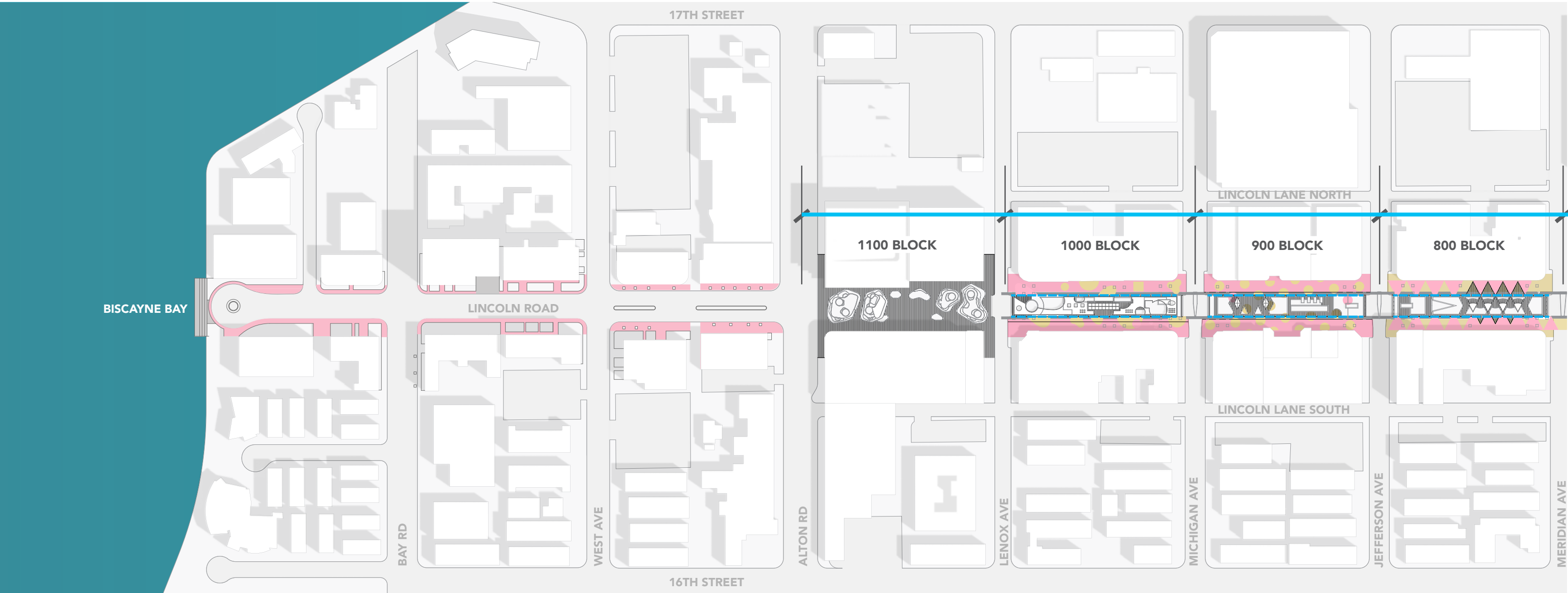
CURRENT DRAINAGE STRATEGY



TYPICAL PLANTER DRAINAGE

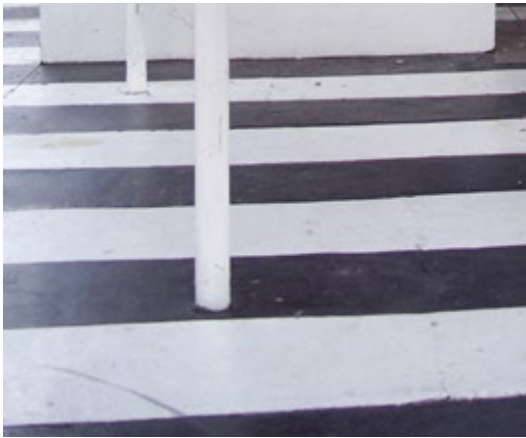


TYPICAL PAVING DRAINAGE GRATE





TYPE 1 - COLORED CONCRETE



TYPE 2 - PAINTED CONCRETE 'PIANO KEYS'



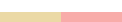


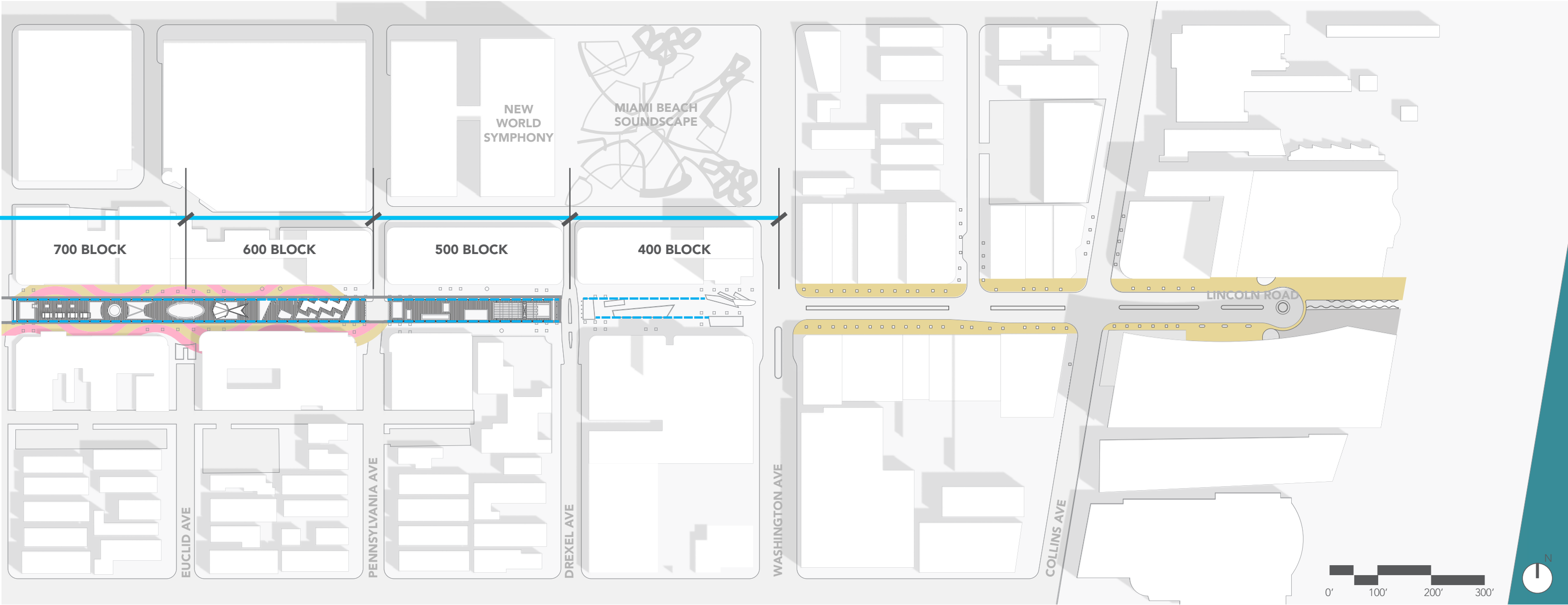
TYPE 3- MOSAIC TILE



TYPE 4- CONCRETE PAVERS

LEGEND

-  DRAINAGE GRATE
-  PAINTED CONCRETE 'PIANO KEYS'
-  TINTED CONCRETE SHAPES



PAVING | EXISTING CONDITIONS



TINTED CONCRETE		PAINTED CONCRETE		TINTED CONCRETE	

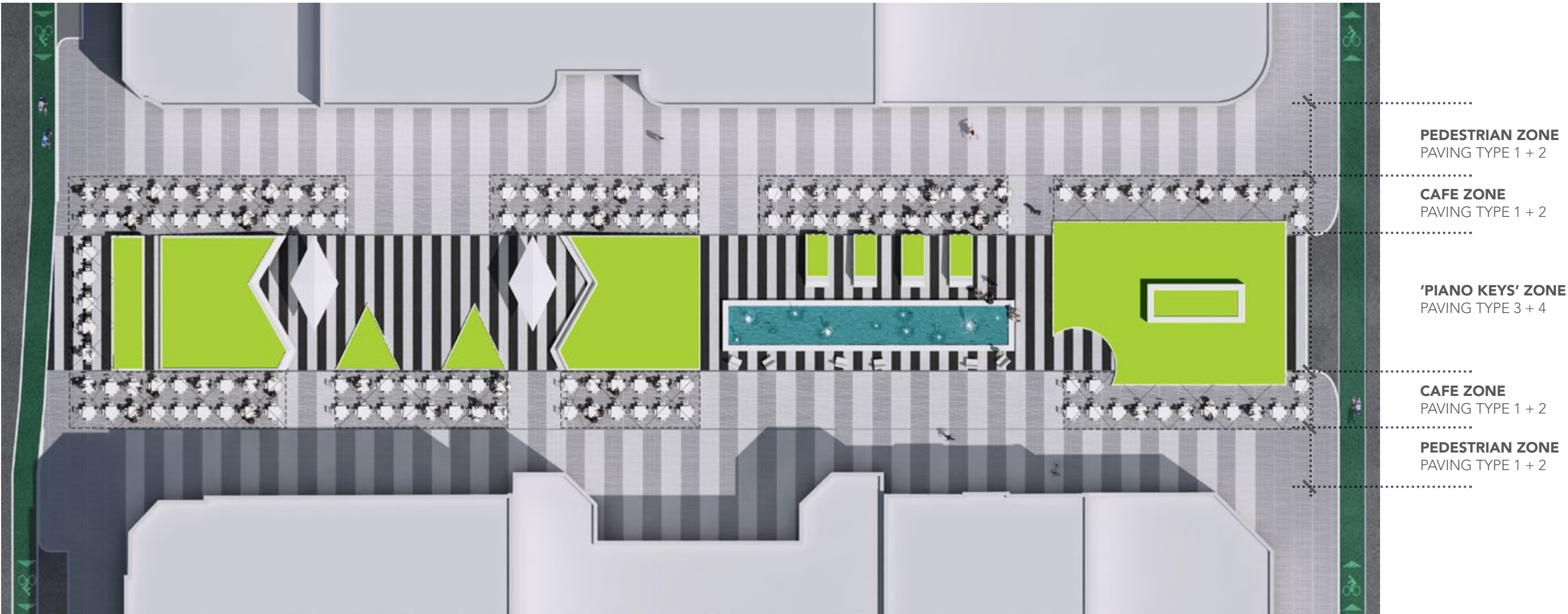
PAVING | PROPOSED PAVING LAYOUT



PAVING | PROPOSED BLOCK LAYOUT

TYPICAL LAYOUT IS ILLUSTRATED ON THE 900 BLOCK

On the pedestrian portion of the road, paving is envisioned as a means to further reinforce the three proposed use zones: the pedestrian zone, the cafe zone and the “piano key” central spine.

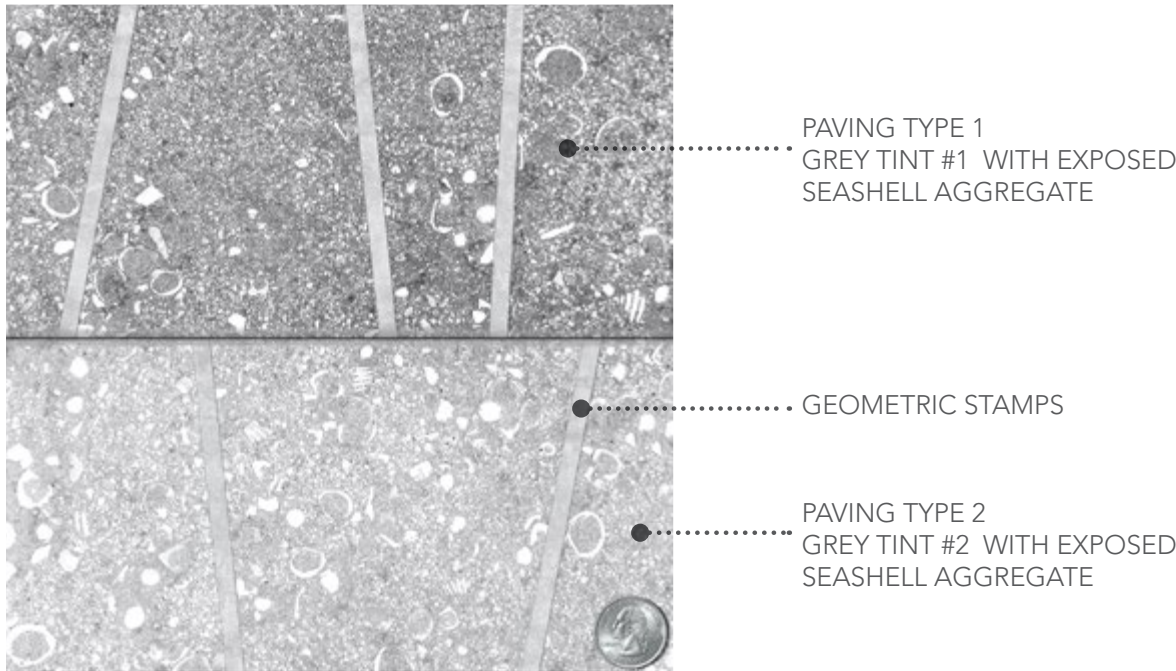


PAVING | MATERIAL PALETTE

- 1

15-FOOT MINIMUM PEDESTRIAN ZONE

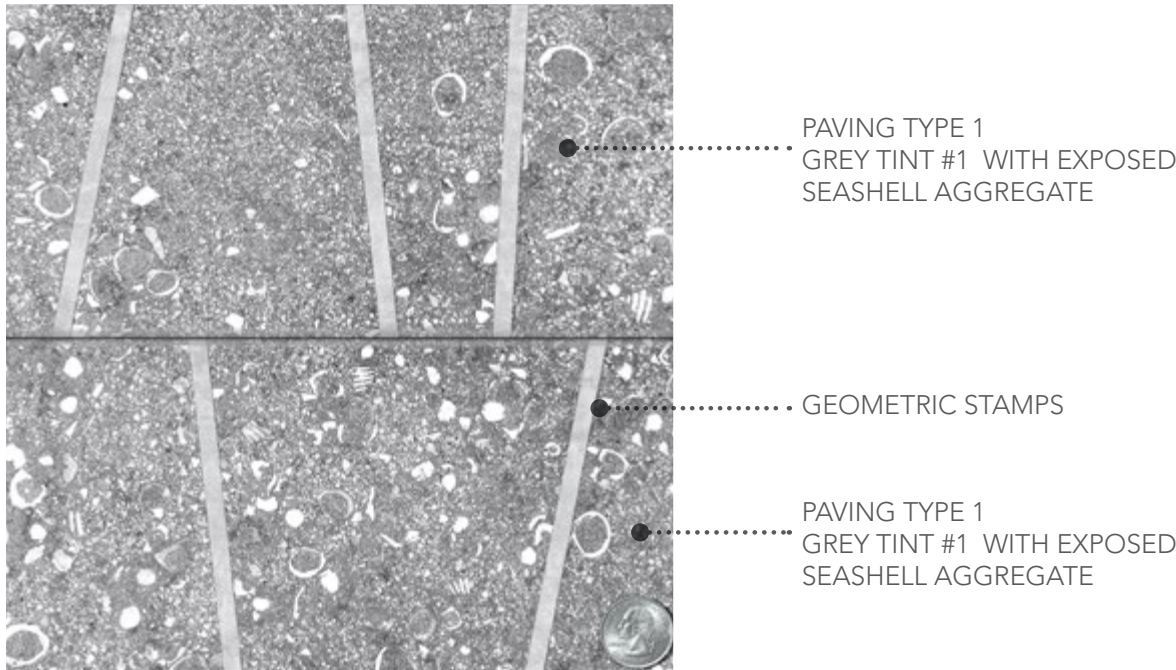
CAST-IN-PLACE TINTED CONCRETE WITH EXPOSED SEASHELL AGGREGATE AND GEOMETRIC STAMPS



- 2

15-FOOT CAFE ZONE

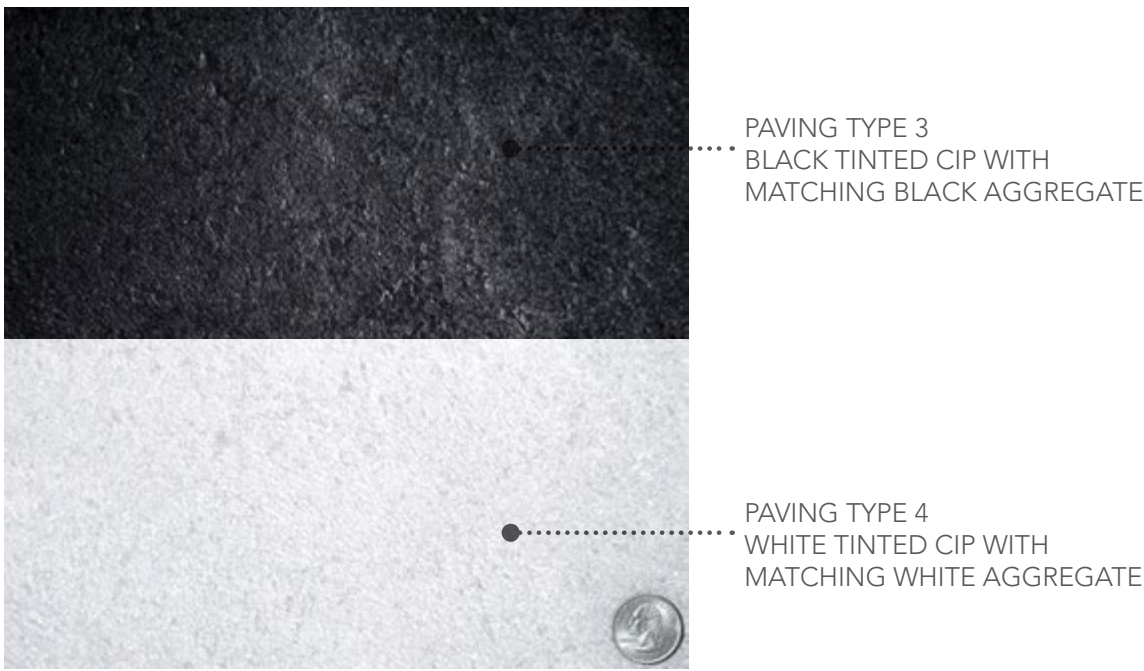
CAST-IN-PLACE TINTED CONCRETE WITH EXPOSED SEASHELL AGGREGATE AND GEOMETRIC STAMPS



- 3

'PIANO KEYS' ZONE

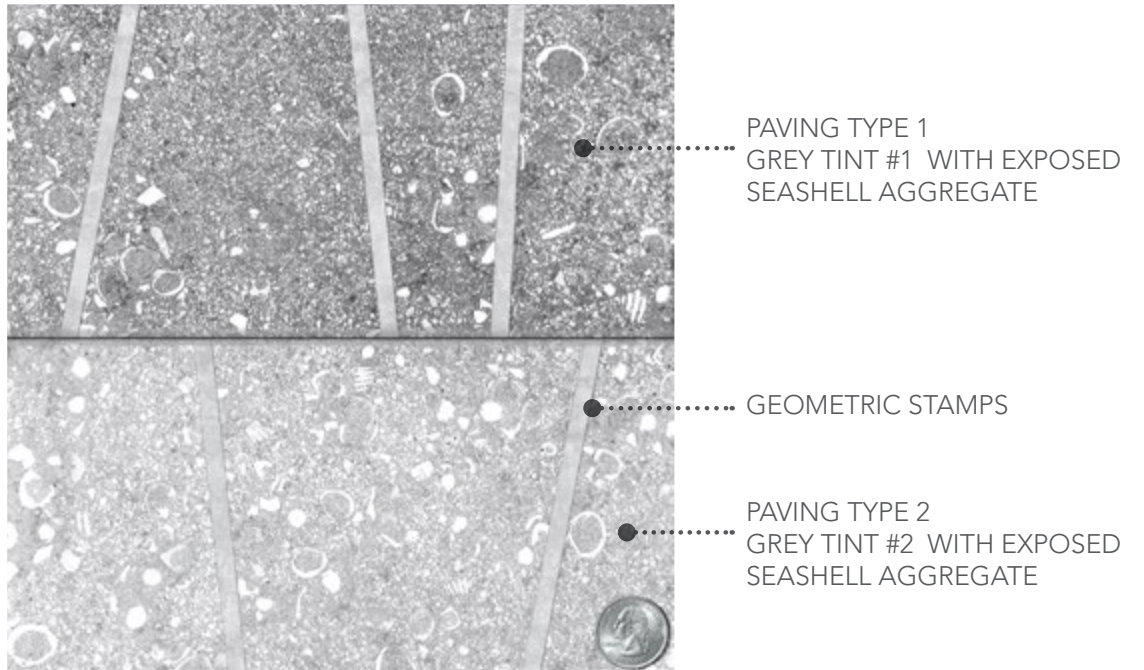
CAST-IN-PLACE TINTED CONCRETE WITH EXPOSED AGGREGATE



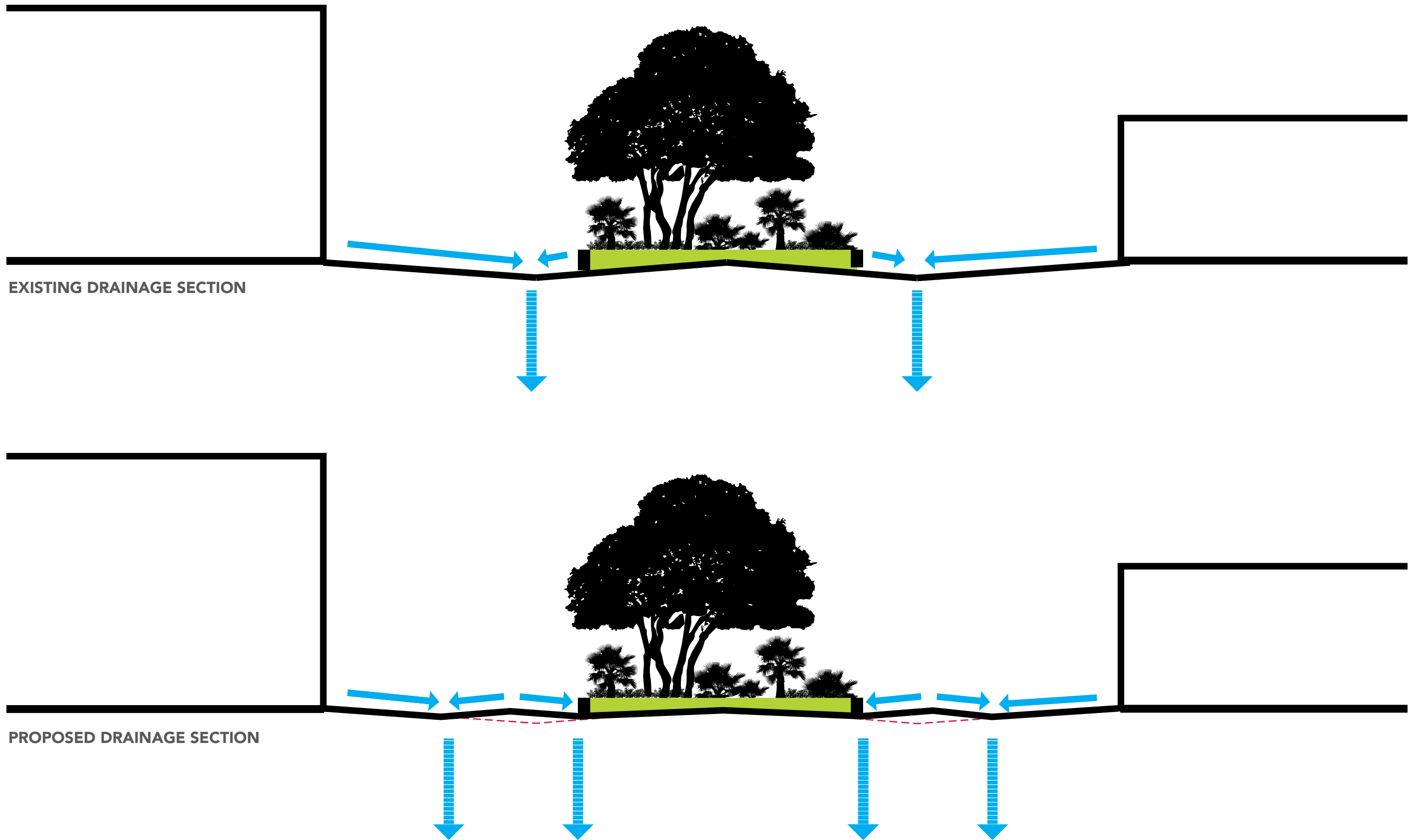
- 4

NO TABLE ZONE ON 15-FOOT CAFE ZONE

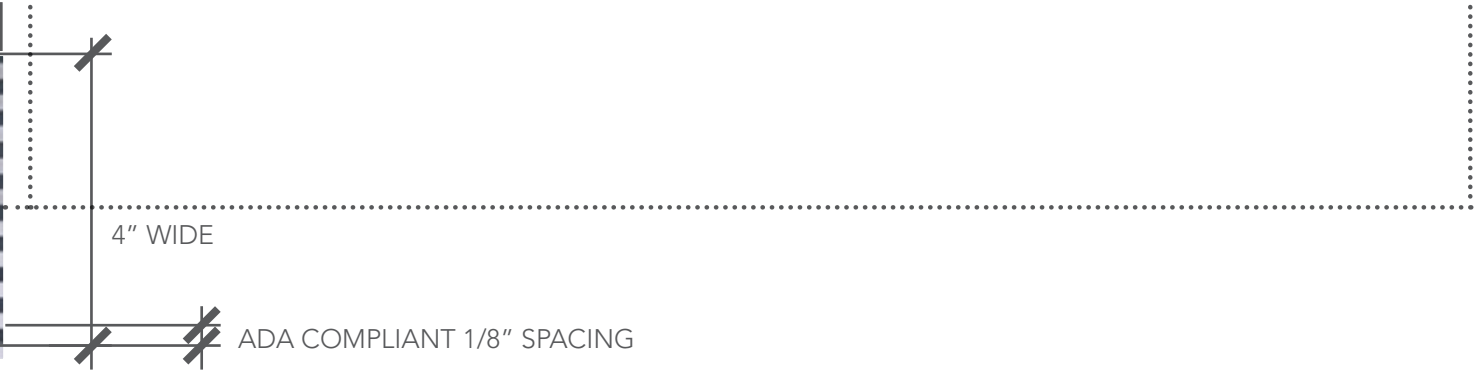
CAST-IN-PLACE TINTED CONCRETE WITH EXPOSED SEASHELL AGGREGATE AND GEOMETRIC STAMPS



PAVING | DRAINAGE



PAVING | DRAINAGE



PLANTER WALLS AND SEAT-WALLS

- PRESERVE EXISTING PLAN GEOMETRY
- UPDATE FOR LOW MAINTENANCE MATERIALS
- SELECTIVELY ADD COMFORTABLE SEAT-WALLS
- CREATE SOCIAL SPACES

Many of the existing planter walls at Lincoln Road retain the original placement and geometry of the Lapidus plan and are considered elements of historical significance. Their spatial arrangement and geometries hold great potential for carving out spaces for social interaction. However, while originally intended as seat-walls, the current heights and widths of the many of the existing planters do not offer a comfortable place for resting.

Many of the existing planter edges are in bad condition due to wear and tear over time or due to outgrown tree roots. The majority are white painted concrete, a material that is easily stained and marked, requiring constant painting.

The Master Plan proposes rebuilding all of the white painted planter walls using white pre-cast concrete treated with a sealer, eliminating the need for constant painting as the material can be power washed to remove stains. This material will also ensure a high-quality quality construction and finish due to its manufacturing process in a controlled, off-site environment. This will also minimize on-site construction disruption due to its delivery and efficient installation in large pieces.

At key locations, where current geometric arrangement of the Lapidus plan forms a “room” with potential to be a social space, the planter walls are widened to incorporate seating, with or without backs, depending on the height of the existing planter.

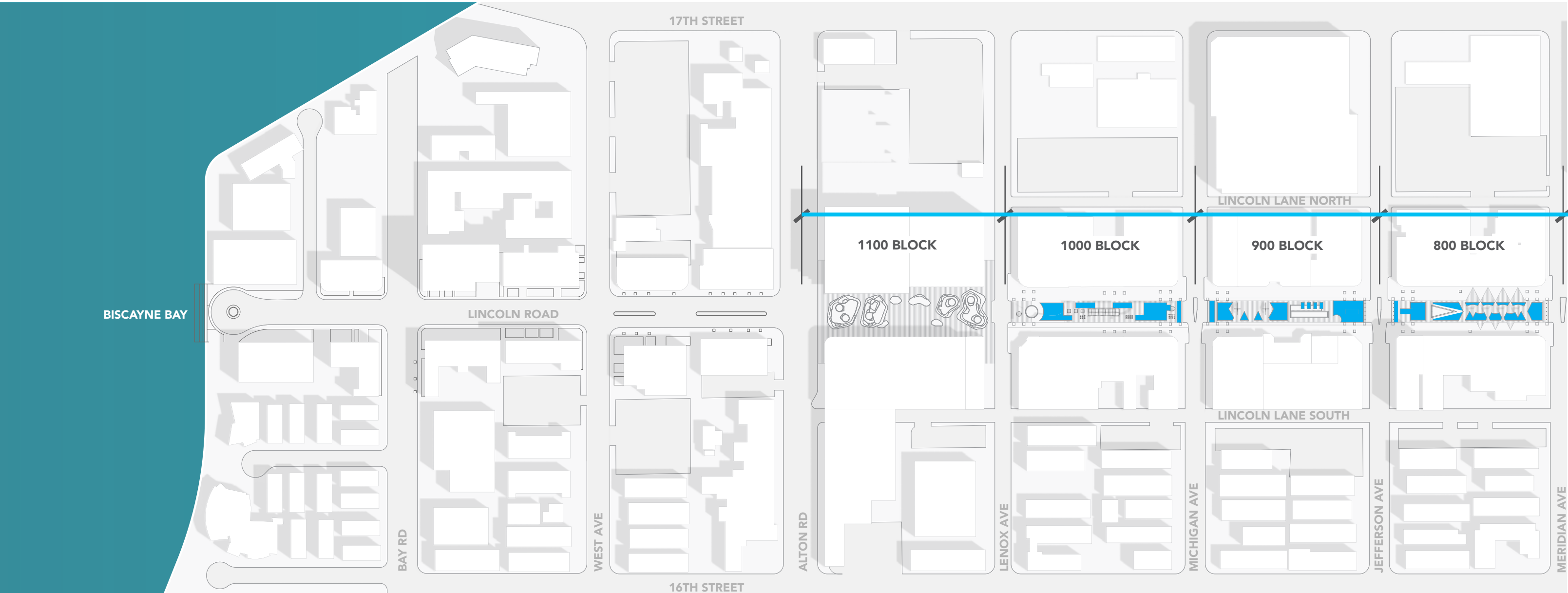
Walls that are currently clad in stone, will be retained as such.



EXISTING PLANTER WALLS AND SEAT-WALLS

OBSERVATIONS:

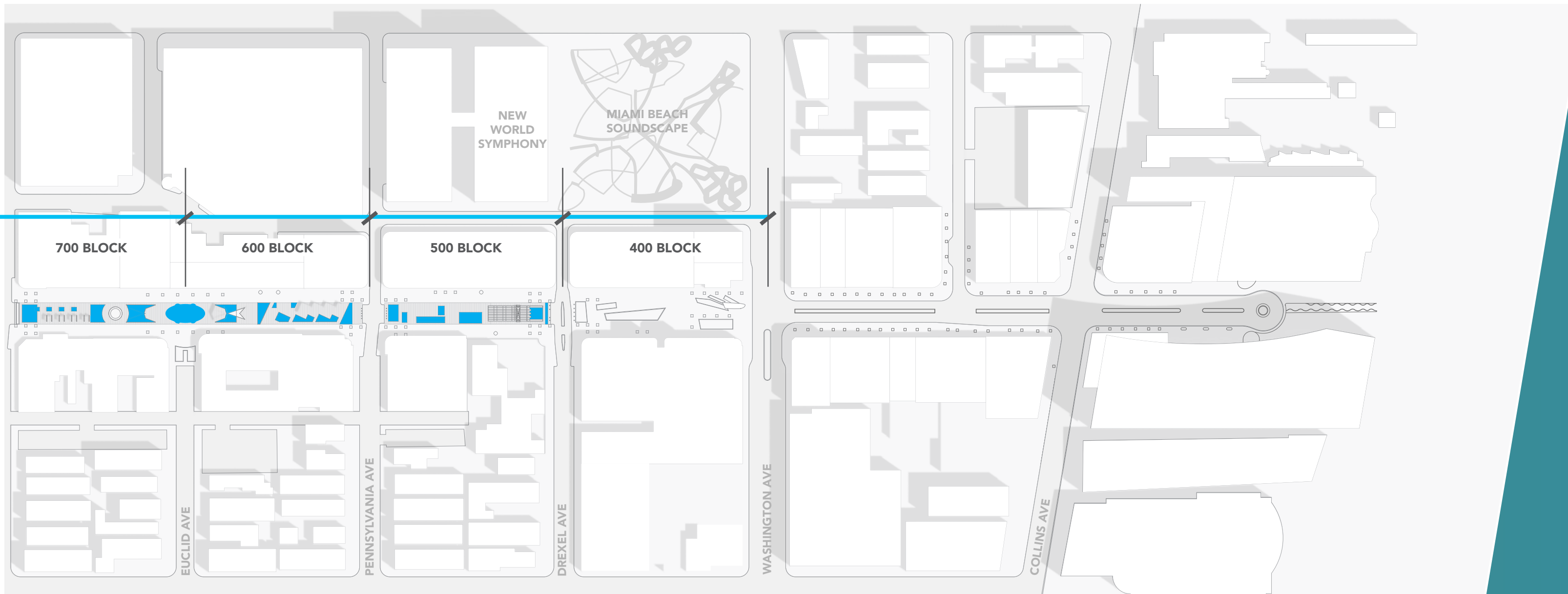
- EXISTING WHITE PAINTED PLANTER WALLS OFTEN GET STEPPED ON AND ARE CONSEQUENTLY DIRTY REQUIRING CONSTANT PAINTING
- MANY WALLS ARE DAMAGED DUE TO WEAR AND TEAR OR BY THE INTRUSION OF TREE ROOTS
- WALLS ARE EITHER TOO LOW OR TOO HIGH MAKING FOR UNCOMFORTABLE SEATING.
- NO OTHER SEATING OPTIONS ASIDE FROM PLANTER WALLS OR CAFE SEATING EXIST ON LINCOLN ROAD TODAY.





LEGEND

EXISTING PLANTER WALLS



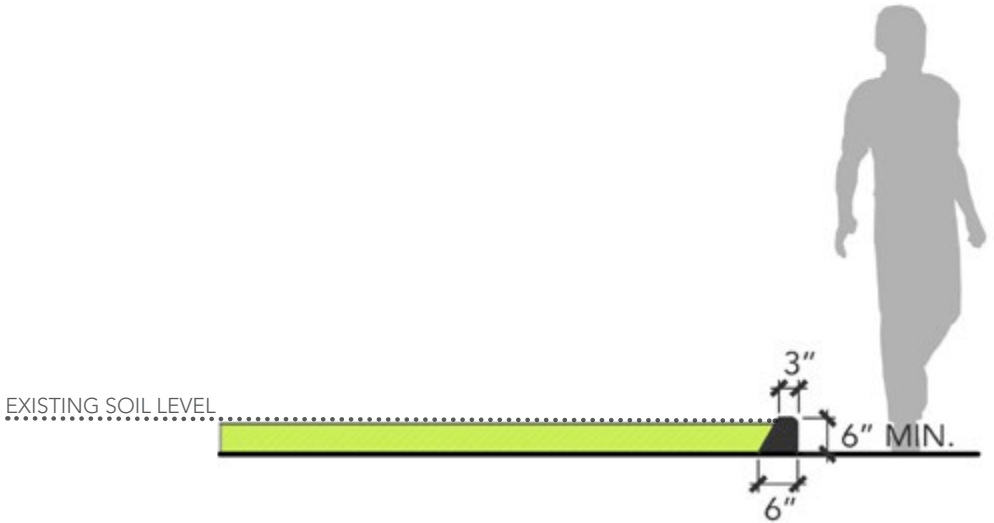
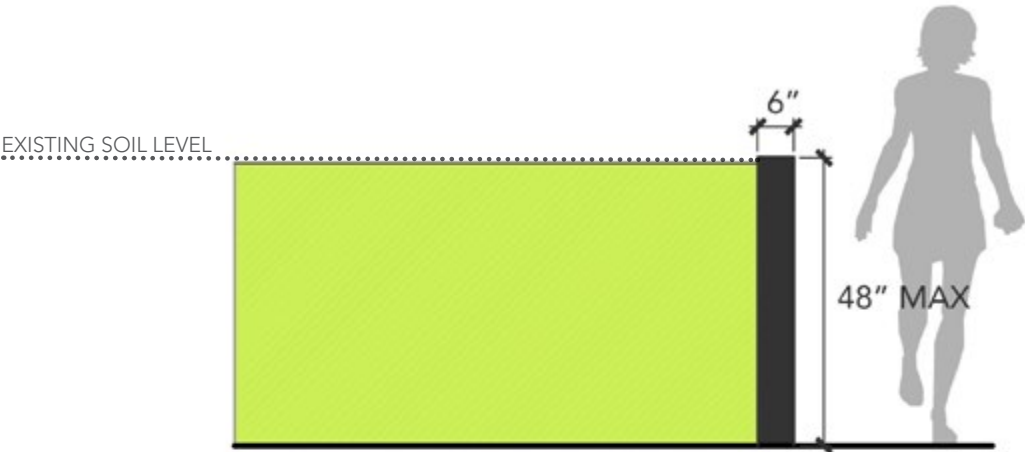
PLANTER WALLS AND SEAT-WALLS | PLANTER EDGES

Existing planter edges are constantly stepped on due to their wide section, leading to constant staining of the white painted concrete edges. The revised profiles, fabricated out of white pre-cast concrete, treated with a sealer, will reduce the top edge thickness minimizing the exposed surface for potential stepping and allowing for a more elegant look.

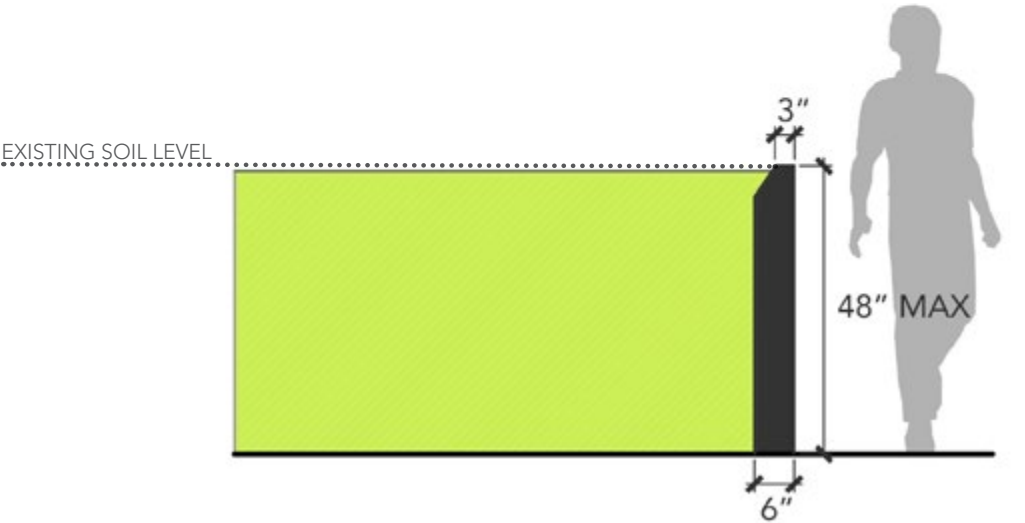
The height of planter edges, plan geometry and location will remain true to its original historical plan configuration, both respecting the historical layout and minimizing impact on all existing healthy trees and root systems.



1 EXISTING PLANTER EDGES



2 PROPOSED PLANTER EDGES



PLANTER WALLS AND SEAT-WALLS | PLANTER EDGES



EXAMPLE OF WHITE PRECAST
CONCRETE PLANTER EDGE

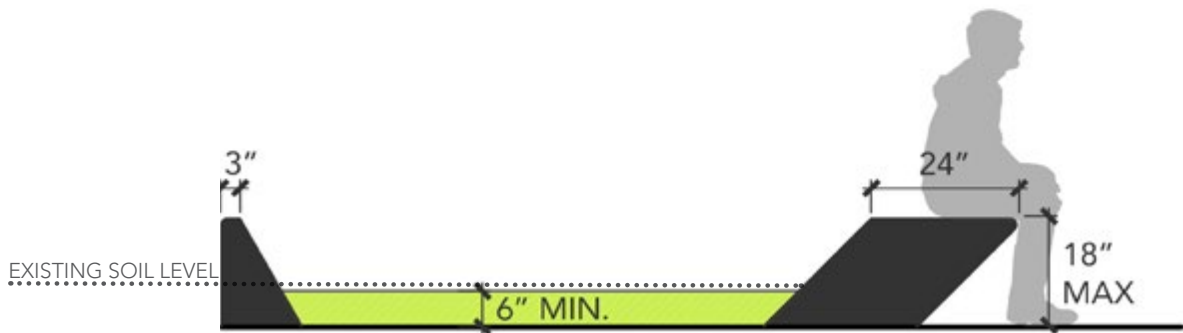
PLANTER WALLS AND SEAT-WALLS | PLANTER EDGES WITH INTEGRATED SEATING 18" OR LESS

At key locations, where current geometric arrangement of Lapidus plan forms a "room" with potential to be a social space, the planter walls will be widened to incorporate seating. Where planter are 18" or less, seat-walls will be configured without backs.

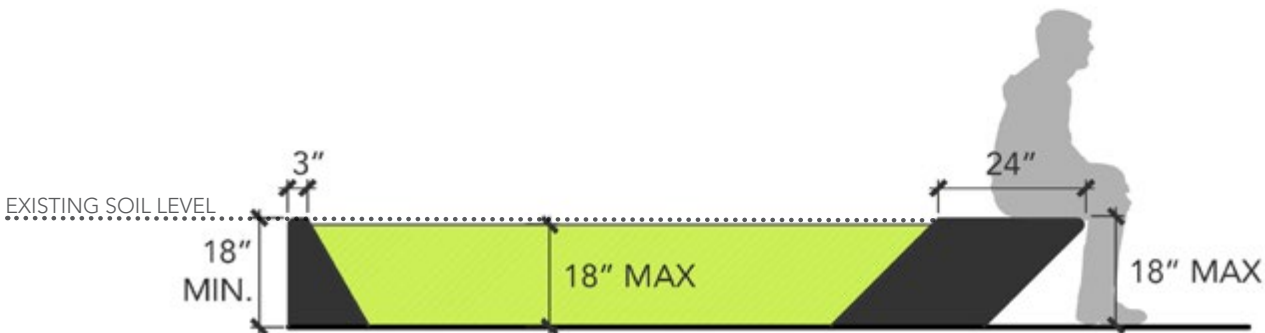
Seat-walls will incorporate arms rests spaced every 3'-6". These will meet ADA standards while acting as skateboard deterrents and preventing the option to lay down on the seat.



1 EXISTING PLANTER EDGES OF 18-INCHES IN HEIGHT OR LESS



2 PROPOSED PLANTER EDGES WITH INTEGRATED SEATING WITHOUT BACKS



PLANTER WALLS AND SEAT-WALLS | PLANTER EDGES WITH INTEGRATED SEATING 18" OR LESS



ORIGINAL LAPIDUS SEAT-WALLS ON 400 BLOCK



EXAMPLE OF STAINLESS STEEL ARM RESTS

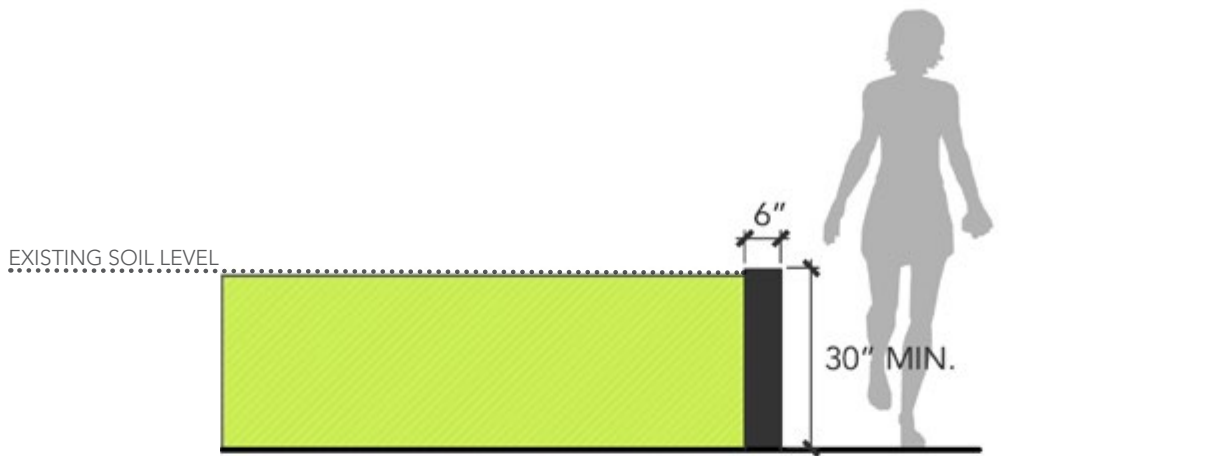


EXAMPLE OF WHITE PRECAST CONCRETE PLANTER EDGE

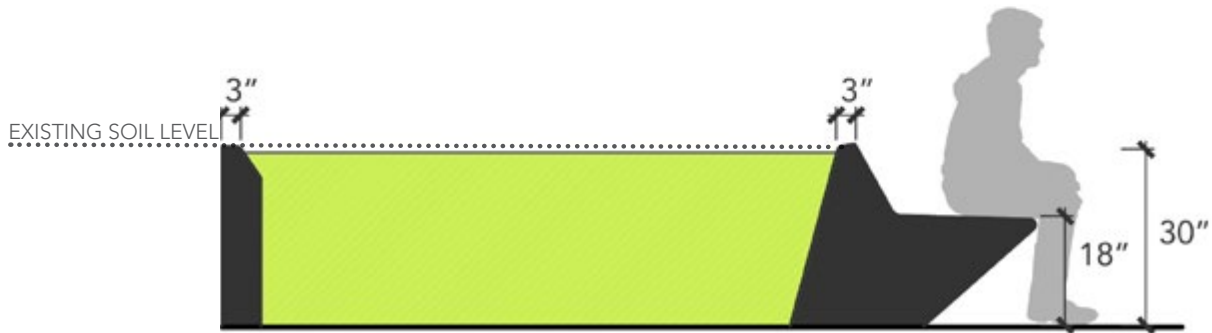
PLANTER WALLS AND SEAT-WALLS | PLANTER WITH INTEGRATED SEATING 30" OR MORE

At key locations, where planters are 30" or more, seat walls will be configured with backs. As with all other planter edges and seat-wall types, seat-wall with backs will retain the current height of planter edges, plan geometry and location.

Seat-walls will incorporate arms rests spaced every 3'-6". These will meet ADA standards while acting as skateboard deterrents and preventing the option to lay down on the seat



1 EXISTING PLANTER EDGES OF 30-INCHES IN HEIGHT OR MORE



2 PROPOSED PLANTER EDGES WITH INTEGRATED SEATING WITH BACKS

PLANTER WALLS AND SEAT-WALLS | PLANTER WITH INTEGRATED SEATING 30" OR MORE



ORIGINAL LAPIDUS SEAT-WALLS ON 400 BLOCK



EXAMPLE OF STAINLESS STEEL ARM RESTS



EXAMPLE OF WHITE PRECAST CONCRETE PLANTER EDGE



ADDITIONAL FURNISHING, STREETSCAPE ELEMENTS AND WAYFINDING

- SIMPLE
- DURABLE
- DISTINCTIVE
- SOCIAL

In addition to the introduction of seat-walls at key locations along planter edges, intended to socially activate distinct areas of the road, the master plan proposes the introduction of several other types of fixed, free standing urban furniture to further enliven the road as a social urban environment.

These include individual seating elements arranged in clusters that promote social interaction and the potential for temporary artist installations of furnishing pieces inspired on the Lapidus follies.

To further create a consistent design vocabulary unique to the Road and District, the master plan proposes other streetscape elements such as waste and recycling receptacles and bicycle parking racks.

A new type of street signs is also considered as a means to clearly demarcate the Lincoln Road District from other City of Miami Beach streets.

Current directories are proposed to be replaced with digital panels that can be easily updated while providing means to link with smart phones.

Following Lapidus original vision for Lincoln Road, consistent “mood music” throughout the pedestrian road can be considered as a means to further reinforce the Road’s unique environment.



EXISTING STREETScape ELEMENTS

OBSERVATIONS:

- BIKE PARKING IS LOCATED ON AREAS WHERE CYCLING IS NOT PERMITTED SENDING A CONFUSING MESSAGE AND PROVIDING CHALLENGES FOR IMPLEMENTATION OF NO CYCLING ZONE
- WASTE AND RECYCLING BINS AESTHETIC DOES NOT FEEL LIKE PART OF THE LINCOLN ROAD DESIGN VOCABULARY
- THERE ARE NO OPPORTUNITIES FOR SEATING OTHER THAN PLANTER WALL EDGES
- THE USE OF FREESTANDING DIRECTORIES FEELS OUTDATED CONSIDERING NEW WAYFINDING TECHNOLOGIES AND THE INCREASED USE OF SMART PHONES.



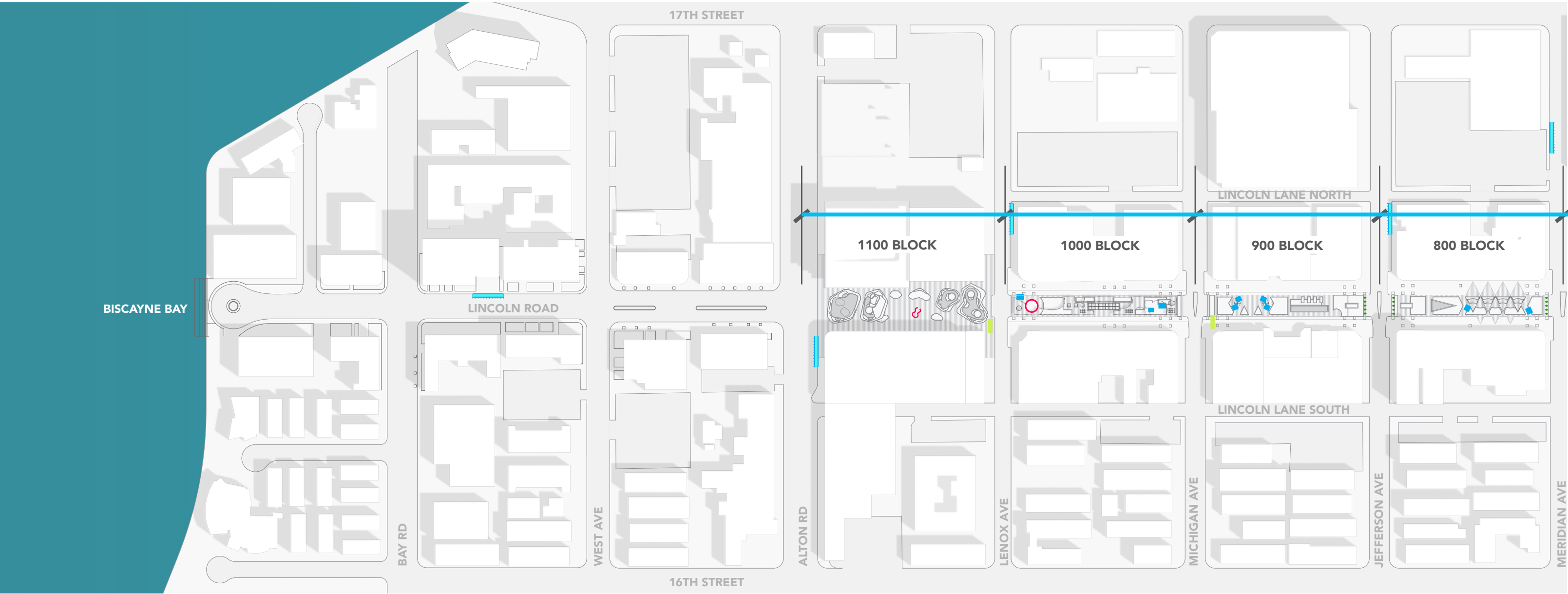
WASTE AND RECYCLING BINS



CITY BIKE STATIONS



BICYCLE PARKING





PUBLIC ART



BOLLARDS



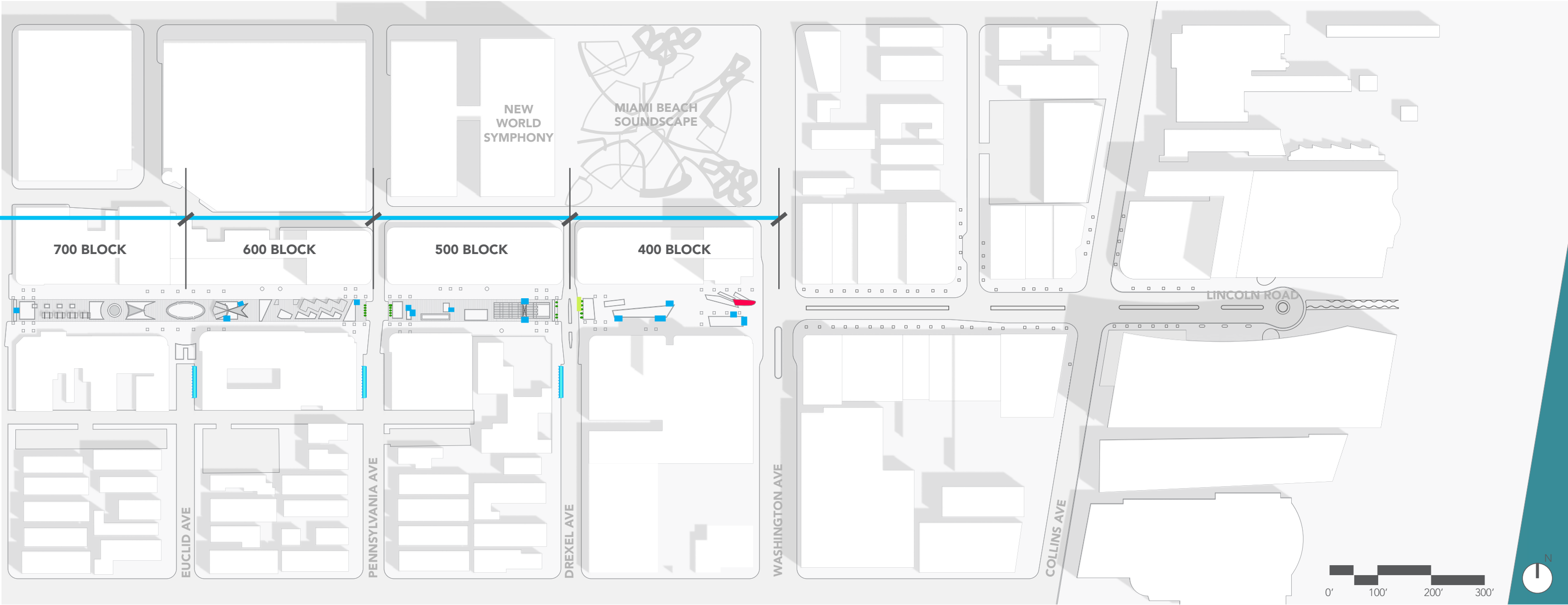
STREET SIGNAGE



DIRECTORIES

LEGEND

- █ BICYCLE PARKING
- █ CITI BIKE STATIONS
- ● ● BOLLARDS
- █ PUBLIC ART
- █ DIRECTORIES



STREETSCAPE ELEMENTS | FREE STANDING FIXED FURNITURE

Fixed pre-cast concrete seats, arranged in clusters will be placed at several key locations along the road as a means to activate public areas without cafe seating and promote social interaction between visitors.

Proposed locations include:

- 900 Block along south edge of rectangular water feature
- 500 Block adjacent to the Lapidus folly
- 400 Block under the new trellis structure



1 CLUSTER OF FIXED CONCRETE CHAIRS

STREETSCAPE ELEMENTS | ARTIST INSTALLATIONS

Capitalizing on Miami’s position as a premier city for public art, the Master Plan proposes the City of Miami Beach, in collaboration with a cultural institution, curate a series of invited artist installations of temporary public seating elements to be placed under the canopy of some of the exiting follies further activating the space while promoting local art.



Netscape by Konstantin Grcic



2 FOLLY SPECIFIC TEMPORARY ARTIST INSTALLATIONS

STREETSCAPE ELEMENTS | WASTE AND RECYCLING BIN

A new type of waste and recycling bin is proposed for the pedestrian part of Lincoln Road as well as for adjacent Lincoln Road district streets in an effort to further reinforce the Master Plan’s simple and elegant design vocabulary and the continuity of the district throughout adjacent streets.



1 WASTE AND RECYCLING BINS

PREFERRED

- Distributor : OMOS
- Name: s45 recycling bin, 2 compartment
- Materials: Available in Hot dipped galvanized steel and aluminium with powder coated finish
- Dimensions: Height 1102mm, width 800mm, depth 390mm.
Capacity 100L each
Weight 79Kg.

OPTION

- Distributor : METALCO
- Name: Ecoside litter bin
- Materials: Stainless Steel
- Dimensions: Height 917mm, width 490mm, depth 331mm.
Capacity 100L each

STREETSCAPE ELEMENTS | BICYCLE PARKING

As a means to add variety and flexibility, two typical bike racks are proposed: one that can accommodates multiple bikes and a second model that allows for individual parking.

Additionally, the City may elect to curate a series of unique bicycle parking pieces commissioned to local artists, further reinforcing the City of Miami Beach position as a premier destination for public art.



PREFERRED	
Distributor :	Landscape Forms
Name:	Flo
Materials:	Stainless Steel
Dimensions:	1.5" x 25" x 27"
Mounting:	Surface mounted



PREFERRED	
Distributor :	Landscape Forms
Name:	Bola
Materials:	Stainless Steel
Dimensions:	1.42" x 27.42" x 32"
Mounting:	Surface mounted



Minneapolis Art Institute



Seattle

1 BICYCLE PARKING- TYPICAL

2 BICYCLE PARKING- ART INSTALLATION

STREETSCAPE ELEMENTS | BICYCLE PARKING

Bicycle parking racks will be removed from the pedestrian portion of Lincoln Road and relocated to the north / south streets crossing the Road to further reinforce Lincoln Road’s ordinance for no cycling on it’s pedestrian portion. The new proposed locations for bicycle parking along the north-south trees will follow two strategies:

- 1- Bicycle parking will be located flanking the edge of Lincoln Road allowing for close proximity to retail and clear visibility
- 2- Bicycle parking will also be located flanking Lincoln Lanes North and South, directly adjacent to the proposed bike loop.

Please see chapter 2.3 bicycle parking layout per block .

LEGEND:

BUS ROUTE

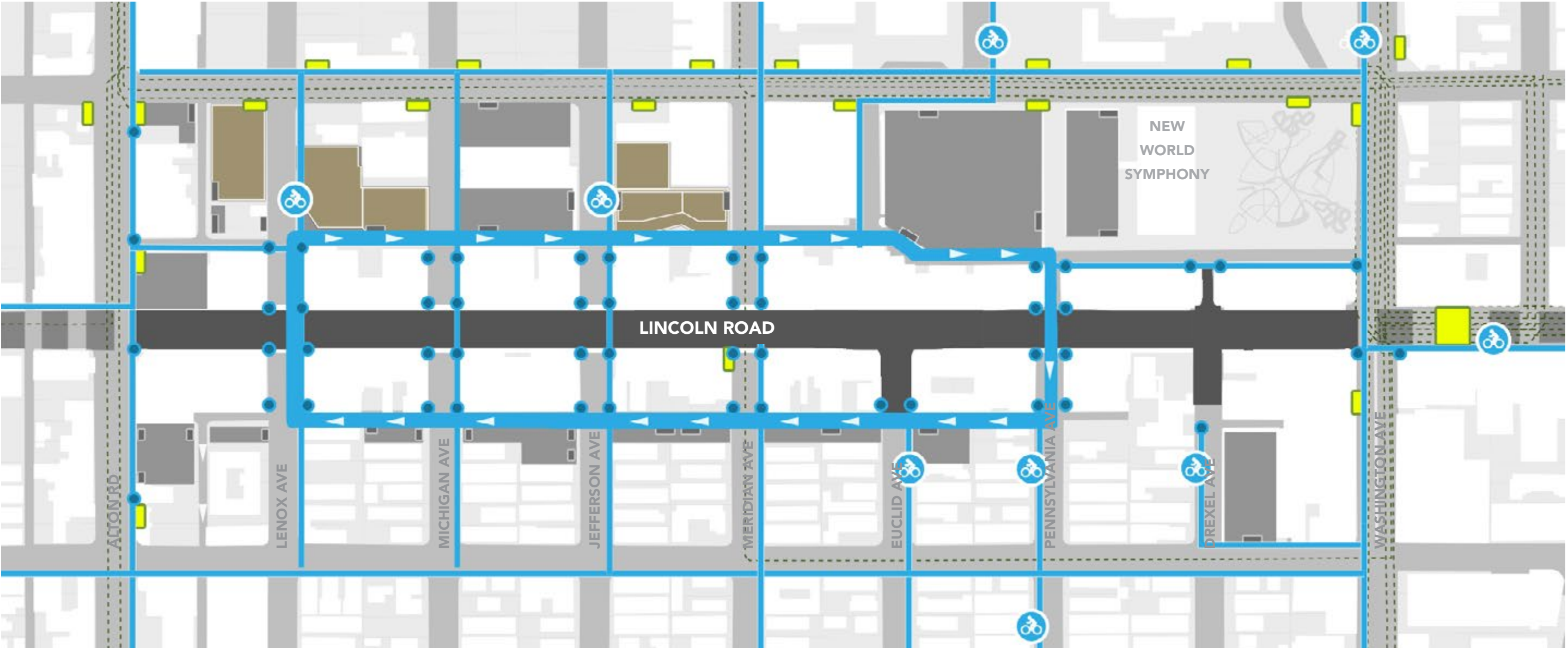
MIAMI BEACH BIKE LANE

TRANSIT STOP

CITIBIKE® STATION

NEW BIKE LOOP

PROPOSED BIKE PARKING



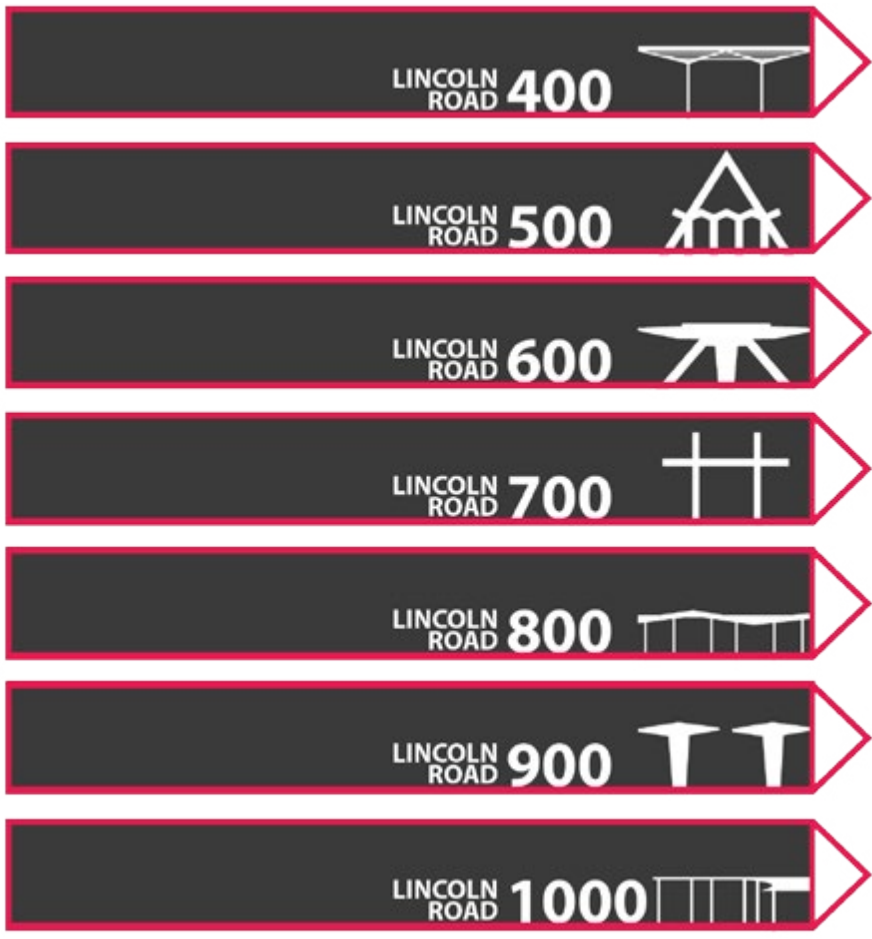
* Bike lanes to be on the same level as street, and always flowing in the direction of the adjacent traffic lane a per the Miami Beach Street Design Guide

SIGNAGE AND WAYFINDING | STREET SIGNS

Along with the physical improvements proposed for Lincoln Road, comes an opportunity for a re-branding of the area as a District. To do so, the master plan recommendations include a new type of street sign for Lincoln Road and it's adjacent streets. The unique and distinguishable graphics will not only highlight Lincoln Road's position as a premier shopping and dining destination but also as a civic spine that links multiple cultural and touristic attractions. Further, the signage package can provide the opportunity to celebrate Lincoln Road as a unique architectural district by incorporating icons of the architectural follies that distinguish each block.



EXISTING SIGNS



PROPOSED SIGNS



SIGNAGE AND WAYFINDING | STREET SIGNS



SIGNAGE AND WAYFINDING | DIRECTORY AND VISITOR CENTER

A digital and interactive directory is proposed as part of the new Lincoln Road improvements as a means to provide visitors with an inventory and map of businesses along the Road and the District as well as a list of information and schedules for current events and attractions around the City of Miami Beach. The directory will be limited to visitor information and will not include any form of advertisement.

By digitizing the directory, the City will be able to efficiently update information as new business are established along the Road while making wayfinding more engaging for the user. The directory will allow for opportunities to incorporate accessible technologies for the visually impaired and will be equipped with the ability to connect with smart phones via QR codes that can direct the user a web based information center.



EXISTING DIRECTORIES



PROPOSED INTERACTIVE DIRECTORY





DIRECTORY ELEVATION



INFORMATION PANEL ELEVATION

PLANTING

- RETAIN HEALTHY EXISTING CANOPY
- ADD ADDITIONAL CANOPY TREES
- INCLUDE NATIVE SPECIES
- VIBRANT, COLORFUL AND UNIQUE

The new Lincoln Road District is envisioned as a green and lush network of streets that provide significant canopy and shade against the tropical sun. The primary approach of the master plan will be to retain as much of the mature and healthy existing canopy on the Lincoln Road as possible, introduce new canopy trees placed to further reinforce the articulation of zones along the road and significantly green the district streets with the introduction of new canopy trees on wider spaces and palm trees on narrower streets.

The existing understory at the Road’s raised planters will be revised to include a planting palette that mixes grasses with robust and colorful ornamental plants such as agaves and bromeliads, creating a colorful, textural and tropical environment distinctive to Lincoln Road.

New understory species will be carefully selected to be low in height in an effort to retain a clear visual corridor between the understory and the canopy of the trees, increasing visibility to storefronts across the road and adding a sense of safety to areas that currently feel overgrown and isolated.



EXISTING PLANTING

OBSERVATIONS:

- A LARGE PART OF THE EXISTING MATURE CANOPY TREES ON RAISED PLANTER ARE IN GOOD HEALTH AND SHOULD BE RETAINED WITH THE EXCEPTION OF A FEW SPECIMENS.
- A LARGE PART OF EXISTING, AT GRADE PALM TREES ARE LOCATED IN THE CENTER OF THE PEDESTRIAN WALKWAY CLUTTERING THE CIRCULATION SPACE
- THE MAJORITY OF THE UNDERSTORY IS UNHEALTHY, MANY PLANTERS ARE SIGNIFICANTLY BARE.



EXISTING SABAL PALM | Sabal palmetto



EXISTING LIVE OAK | Quercus virginiana





EXISTING SILVER TRUMPET TREE | *Tabebuia caraiba*



EXISTING SAUSAGE TREE | *Kigelia pinnata*



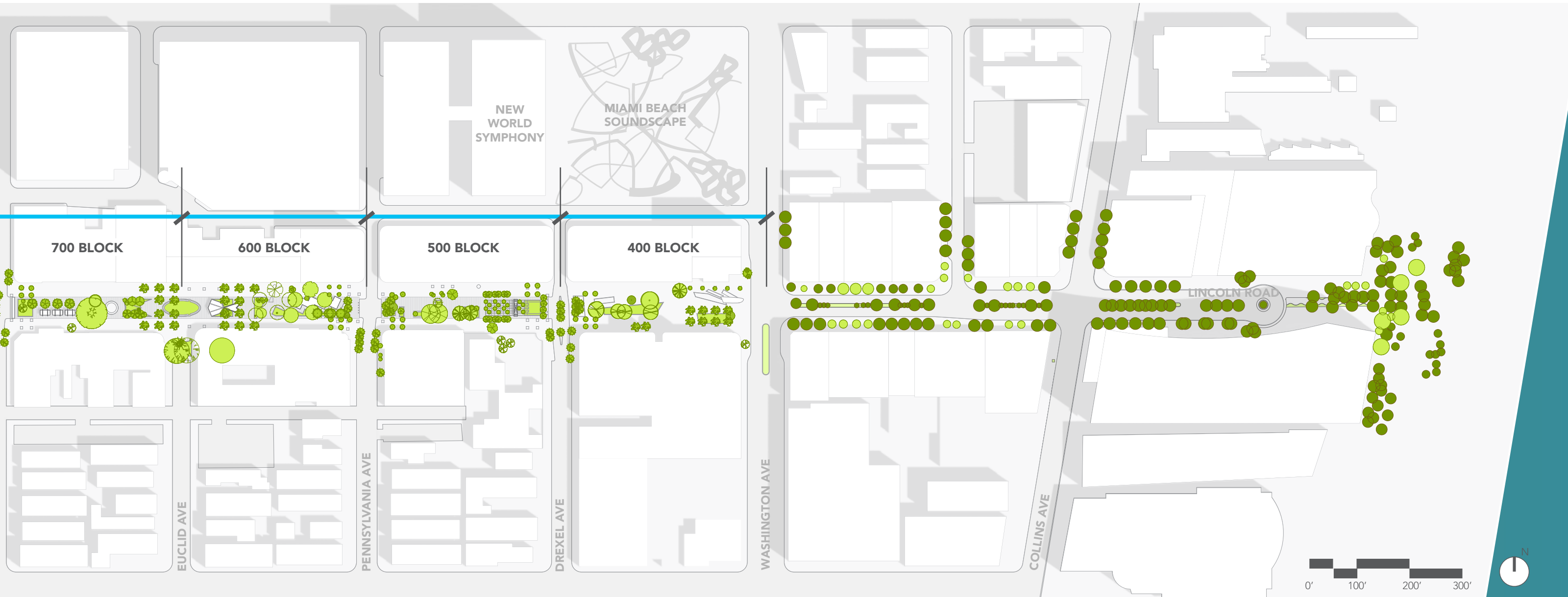
BARE UNDERSTORY AT RAISED PLANTERS



EXISTING PALM TREE AT CENTER OF WALKWAY



LUSH UNDERSTORY AT 1100 BLOCK



PLANTING | SUMMARY OF ASSESSMENT AND RECOMMENDATIONS

As part of the master plan development, an evaluation of existing trees was conducted with Rodney Knowles, Greenspace Director and Mark Williams, Urban Forester.

Existing Canopy Assessment

In general, a large part of the canopy trees located on raised planters were found to be in good health and will recommended be retained.

Exceptions to this include:

- Trees that have outgrown their location in raised planters where root up-lifting is clearly visible on planter walls and pavement. An example of this can be found on two specimens of Bucida buceras, commonly known as Black Olive trees located on two independent planters on the 600 block.
- Trees that exhibit significant trunk damage due to infestation. An example of this was observed on an existing Delonix regia , commonly known as Royal Poinciana, located on the easternmost planter of the 800 block.
- Trees with weak structure that have lost numerous limbs in the past years. Two examples were identified- one tree planted at grade on the northern edge of the 600 block directly in front of Brilliance New York Salon and a second example found on the north edge of the primary raised planter at the 400 block.

Trees Planter at Grade along Pedestrian Walkway

Several trees and palms are currently planted at grade along the pedestrian path, oftentimes encroaching on the free flow of pedestrian circulation. Upon evaluation of some of these species, Mr. Williams indicated that many of them including Sabal palmetto, Crape Myrtles and Date Palms can be easily transplanted to a more favorable location.

Understory

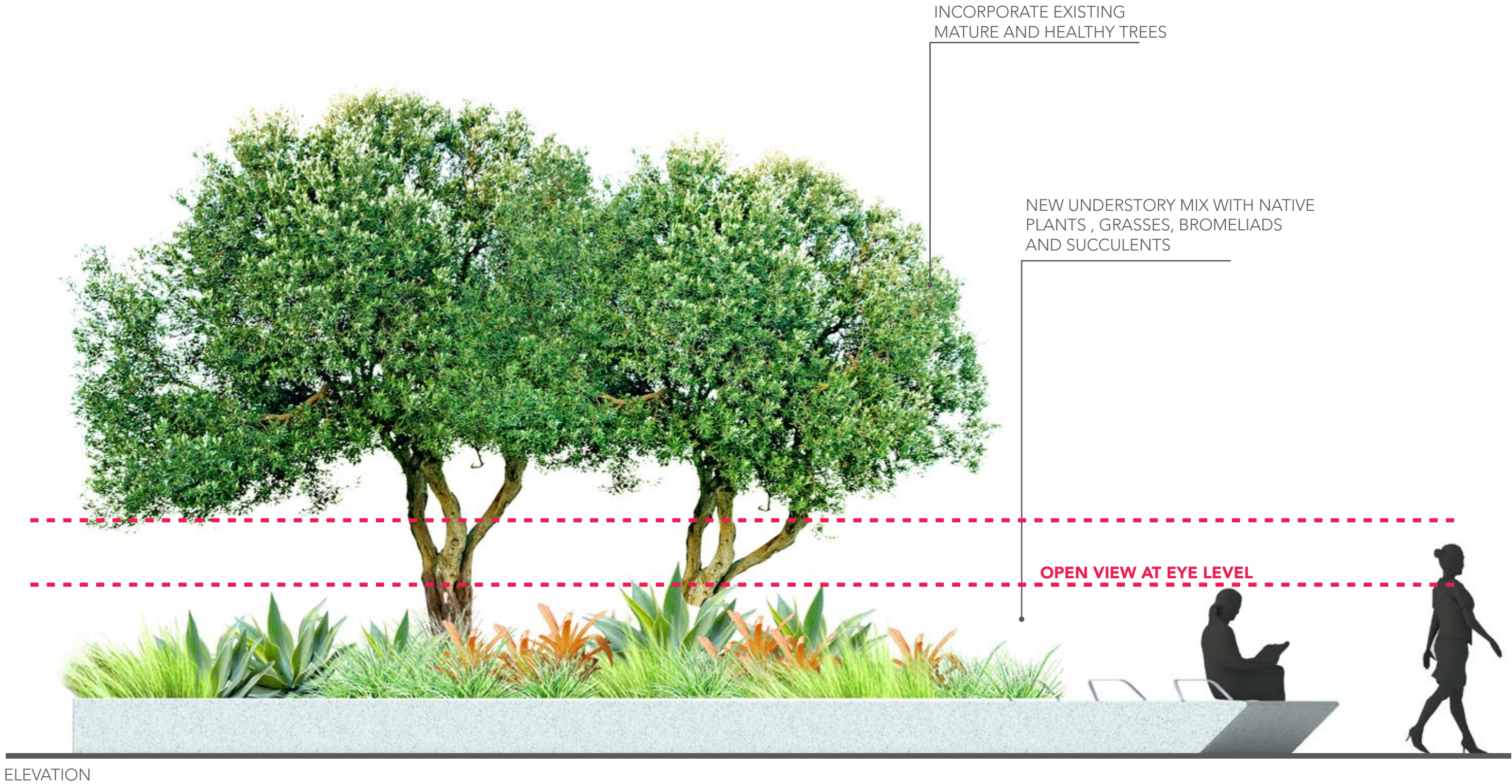
It was observed that much of the understory located directly adjacent to water features does not have a high success rate due to chlorinated water spray. Alternative water treatment should be considered.

A large part of the understory has failed. The master plan will consider replacement that includes a significant amount of native plants mixed with vibrant ornamental species.

Additional Recommendations

- The City stated a preference for irrigation using spray heads instead of drip irrigation.
- New, trees and palms planted at grade should have an opening of no less than a 6’ x 6’ pit to allow for sufficient root volume.
- The use of DeepRoot’s Silva Cell is highly recommended for new tree plantings.
- Consider native tree species in selection of new canopy trees and palms

PLANTING | CONCEPT



PLANTING | RECOMMENDED CANOPY | PALMS

RECOMMENDED SPECIES LIST

- Bismarkia nobillis* | Bismarck Palm
- Coccothrinax argentata* * | Silver Palm
- Hyophorbe landgenicaulis* | Bottle Palm
- Veitchia montgomeryana* | Montgomery Palm
- Sabal palmetto* * | Cabbage Palm
- Sabal minor* * | Sabel Palmetto, Dwarf
- Acoelorrhaphe wrightii* | Paurotis Palm
- Ptchosperma elegans* | Solitaire Palm
- Thrinax radiata* * | Thatch Palm, Florida
- Veitchia winin* | Winin Palm



Bismarkia nobillis
Bismarck Palm
H: 40' to 60'
bloom: NA



Sabal palmetto *
Cabbage Palm
H: 30' to 80'
bloom: June to September



Coccothrinax argentata *
Silver Palm
H: 10' to 20'
bloom: April to August



Thrinax radiata *
Thatch Palm
H: 10' to 20'
bloom: June to August

* florida native species

PLANTING | RECOMMENDED CANOPY | LARGE TREES

RECOMMENDED SPECIES LIST

- Caesalpinia granadillo* | Bridalveil
- Conocarpus erectus* * | Buttonwood, green
- Lagerstroemia speciosa* | Crape Myrtle, Queens
- Bursera simaruba* * | Gumbo Limbo
- Clusia rosea* * | Pitch Apple
- Podocarpus, macrophyllus* | Podocarpus, Yew
- Lysiloma bahamensis* * | Tamarind, Wild
- Bulnesia arborea* | Vera Wood
- Pachira aquatic* | Water Chestnut
- Simarouba glauca* * | Paradise Tree



Conocarpus erectus *
Buttonwood, green
H: 14' to 66'
bloom: Throughout the Year



Lagerstroemia speciosa
Crape Myrtle, Queens
H: 40' to 60'
bloom: May to July



Bursera simaruba *
Gumbo Limbo
H: 20' to 50'
bloom: November to January



Piscidia piscipula *
Jamaica Dogwood
H: 40' to 50'
bloom: July to August

* florida native species

PLANTING | RECOMMENDED CANOPY | SMALL TO MEDIUM SIZE TREES

RECOMMENDED SPECIES LIST

- Conocarpus erectus sericeus* * | Buttonwood
- Capparis cynophallophora* *| Jamaica Caper
- Plumeria rubra* *| Frangipani
- Cordia sebestena* | Geiger Tree
- Guaiaacum sanctum* | Lignum Vitae
- Myrcianthes fragrans* | Stopper, Simpson
- Eugenia foetida* | Stopper, Spanish
- Eugenia axillaris* * | Stopper, White
- Myrica cerifera* * | Wax Myrtle



Lagerstroemia indica
Crape Myrtle
H: 1.5’ to 30’
bloom: July to August



Plumeria rubra
Frangipani
H: 15’ to 25’
bloom: May to October



Cordia sebestena
Geiger Tree
H: 10’ to 25’
bloom: April to June



Guaiaacum sanctum
Lignum Vitae
H: 9’ to 12’
bloom: March to April

* florida native species

PLANTING | RECOMMENDED GROUNDCOVERS

RECOMMENDED SPECIES LIST

Cattleya | Orchid, Florists
Phalaenopsis amabilis | Orchid, Moth



Cattleya
Orchid, Florists
H: 12" to 18"
bloom: April to June, September to November



Phalaenopsis amabilis
Orchid, Moth
H: 0' to 1'
bloom: March to November

PLANTING | RECOMMENDED CANOPY | SHRUBS

RECOMMENDED SPECIES LIST

- Philodendron williamsii* | Espiritu Santo
- Chrysobalanus icaco* cv. *harizontalis* | Coco Plum, Spineless
- Chrysobalanus icaco* var. *pellocarpas* | Coco Plum, Red Tip
- Zamia integrigolia* | Coontie
- Jatropha multifida* | Coral Plant
- Acrostichum danaeifolium* | Fern, Leather
- Nephrolepis biserrata* | Fern, Sword
- Alpinia zerumbet* | Ginger, Shell



Philodendron williamsii
Espiritu Santo
H: 2' to 3'
bloom: NA



Chrysobalanus icaco cv. *harizontalis*
Coco Plum, Spineless
H: 3' to 5'
bloom: May to June



Alpinia zerumbet
Ginger, Shell
H: 2' to 4'
bloom: Throughout the Year



Zamia integrigolia
Coontie
H: 1' to 4'
bloom: Throughout the Year

PLANTING | RECOMMENDED CANOPY | SHRUBS

RECOMMENDED SPECIES LIST

- Trachelospermum jasminoides* | Jasmine, Confederate
- Ernodea littoralis* var. *littoralis* | Golden Creeper, Beach
- Jasminum volubile* | Jasmine, Wax
- Pittosporum tobira* cv. 'wheeleri' | Pittosporum, Dwarf
- Pentas lanceolata* | Eegyptian Star Flower



Trachelospermum jasminoides
Jasmine, Confederate
H: 10' to 40' Vine
bloom: June to January



Ernodea littoralis var. *littoralis*
Golden Creeper, Beach
H: 1' to 3'
bloom: Throughout the Year



Jasminum volubile
Jasmine, Wax
H: 2' to 5'
bloom: May to November



Pittosporum tobira cv. 'wheeleri'
Pittosporum, Dwarf
H: 2' to 3'
bloom: NA

PLANTING | RECOMMENDED GRASSES

RECOMMENDED SPECIES LIST

- Spartina bakeri* | Sand Cordgrass
- Miscanthus purpurascens* | Florida Flame Grass
- Tripsacum floridanum* | Florida Gamagrass
- Eragrostis chloromelas* | Silver Lovegrass
- Tripsacum dactyloides* | Fakahatchee Grass
- Andropogon longiberbis* | Hairy bluestem
- Sorghastum secundum* | lopsided Indiangrass



Spartina bakeri
Sand Cordgrass
H: 4' to 6'
bloom: NA

Miscanthus purpurascens
Florida Flame Grass
H: 3' to 4'
bloom: NA

Tripsacum floridanum
Florida Gamagrass
H: 2' to 3'
bloom: NA

Eragrostis chloromelas
Silver Lovegrass
H: 2' to 5'
bloom: NA

* florida native species

PLANTING | RECOMMENDED ORNAMENTALS

RECOMMENDED SPECIES LIST

- Agave attenuata* | Century Plant, Spineless **
- Alpinia zerumbet* | Ginger, Shell
- Aloe spp.* | Aloe **
- Aechmea fasciata spp.* | Bromeliad, Aechmea
- Agave Americana* | Century Plant **
- Ananas comosus* | Pineapple
- Yucca Filamentosa* | Yucca **



** species will be limited to be accent plants located away from planter edges and public access

Aloe spp. **
Aloe
H: 12" to 18"
bloom: June to August

Aechmea fasciata spp.
Bromeliad, Aechmea
H: 12" to 35"
bloom: May to July

Agave americana **
Century Plant
H: 1' to 5'
bloom: June to August

Agave Americana, Spineless **
Century Plant
H: 2' to 3'
bloom: NA

LIGHTING

- MINIMAL
- FESTIVE
- ELEGANT

Quality of lighting is essential to the success of public spaces, especially at locations with an active and vibrant nightlife like Lincoln Road.

The original Lapidus plan prioritized a brightly lit central spine with colorful accent lights that further reinforced the dramatic collection of planters, water features and architectural follies, in combination tall central masts annunciated the presence of the road as a central civic spine from afar. The pedestrian promenade flanking the central ‘piano key’ spine was dimly lit, allowing the bright lights from the storefront displays punctuate the pedestrian experience. Over time, this simple yet dramatic lighting environment lost strength with the introduction of additional lighting fixtures that diminished the hierarchy of original plan’s distinct environments.

The master plan’s lighting approach is inspired on the original Lapidus lighting scheme. An elegant set of dual masts with LED lights will flank the edges of the ‘piano key’ spine. The top of the mast will illuminate the central space while acting as a beacon marking Lincoln Road from afar. A second, lower light fixture will illuminate the adjacent cafe and pedestrian zones.

The architectural elements of the central spine will be carefully lit to further highlight their uniqueness as part of the Lincoln Road environment. All follies will be up-lit , colored LED lights will enliven water features and low linear lights on seat-wall edges will create an intimate environment for social spaces. The lush tropical planting will be further highlighted by carefully placed tree up-lights.

The two civic anchors- Euclid Oval and the 400 Block Gateway will be punctuated by catenary lighting, creating a unique and festive environment that will set these two central spaces apart from the rest of the road.



EXISTING LIGHTING TYPES

OBSERVATIONS:

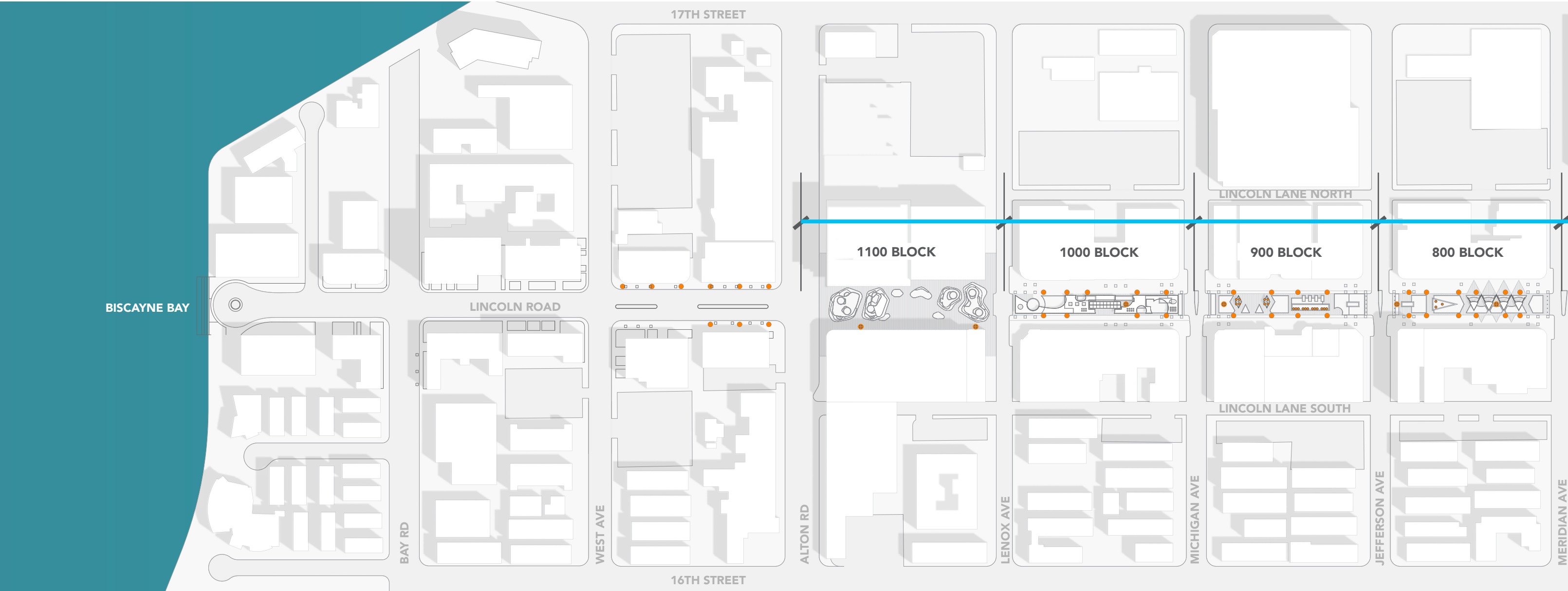
- UNEVEN LIGHTING ENVIRONMENT THROUGHOUT - SOME AREAS ARE VERY BRIGHTLY LIT WHILE OTHERS HAVE UN-SAFE DARK SPOTS
- MANY LIGHT FIXTURES ARE OUTDATED, BURNED OUT OR IN A STATE OF DISREPAIR
- MANY OF THE ORIGINALLY UP-LIT FOLLIES ARE NO LONGER ILLUMINATED AND OFTEN MISSED MY THE ROAD’S MANY VISITORS



LIGHTING IN THE 1960S



LIGHTING IN TODAY



*(The Miami News, November 27, 1960)



WELL LIGHT



UPLIGHT



STREET LAMP






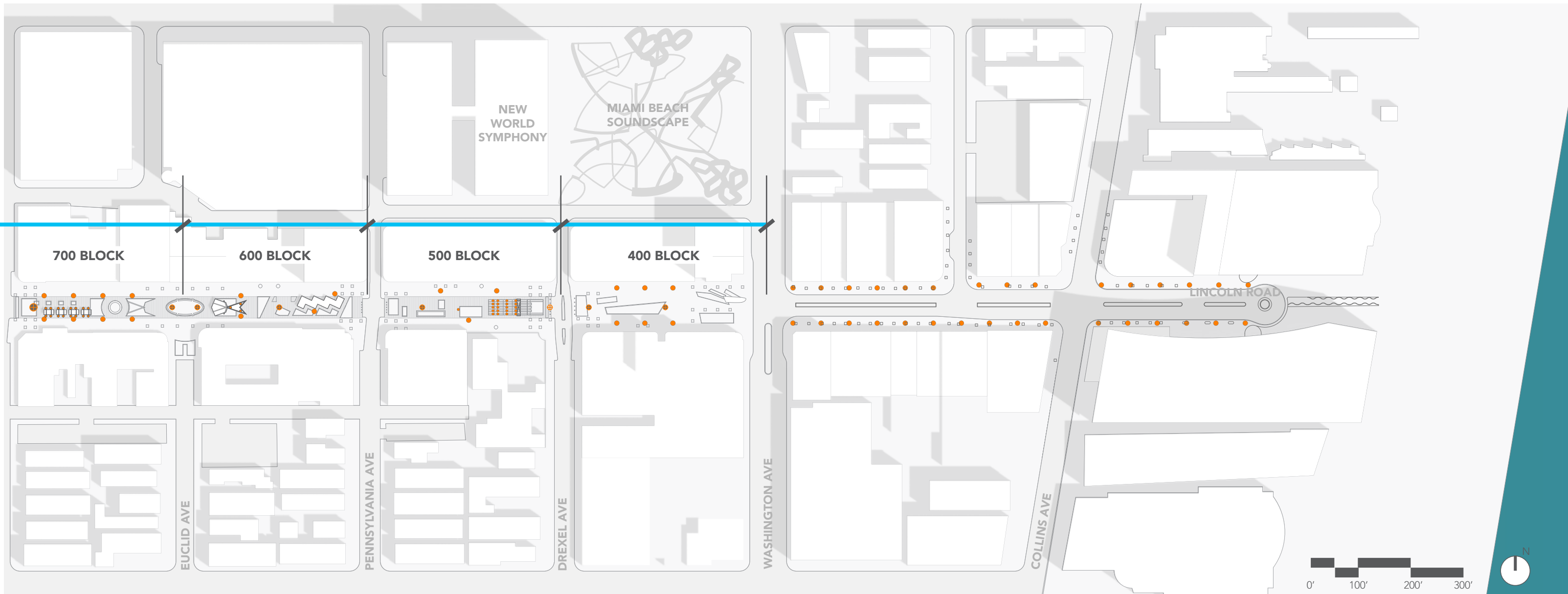
FLOOD LIGHT TYPE 1

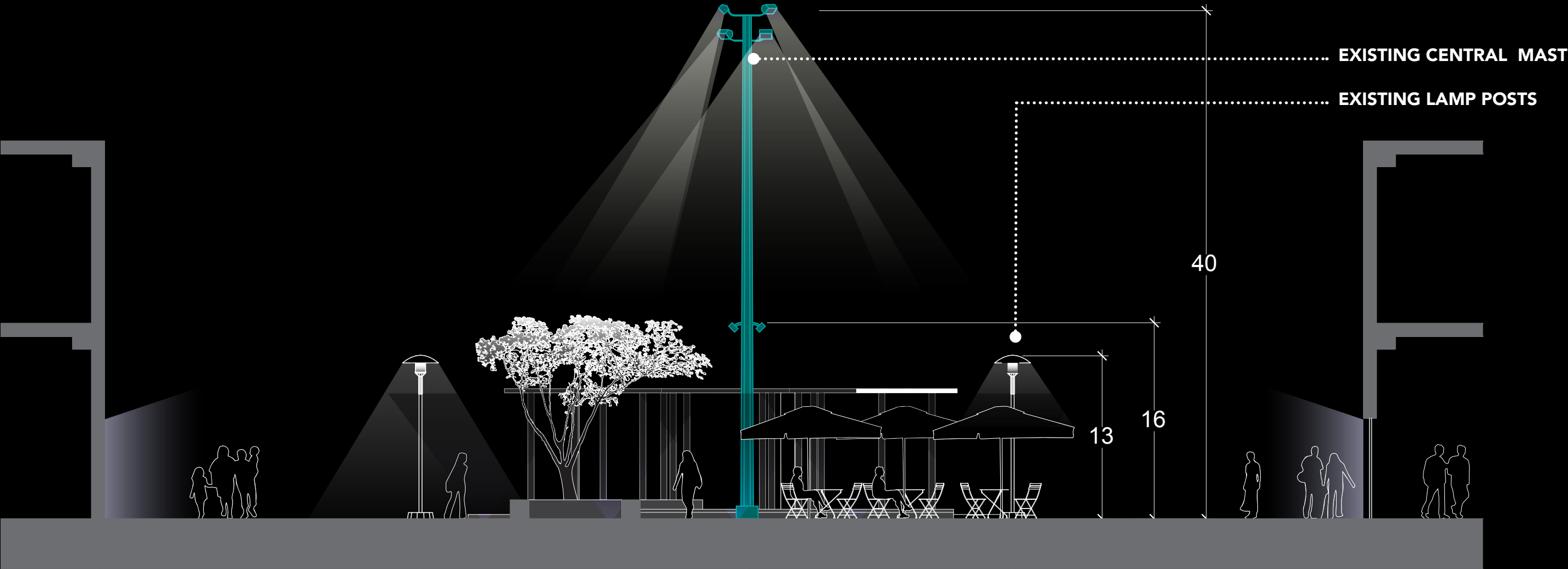


FLOOD LIGHT TYPE 2

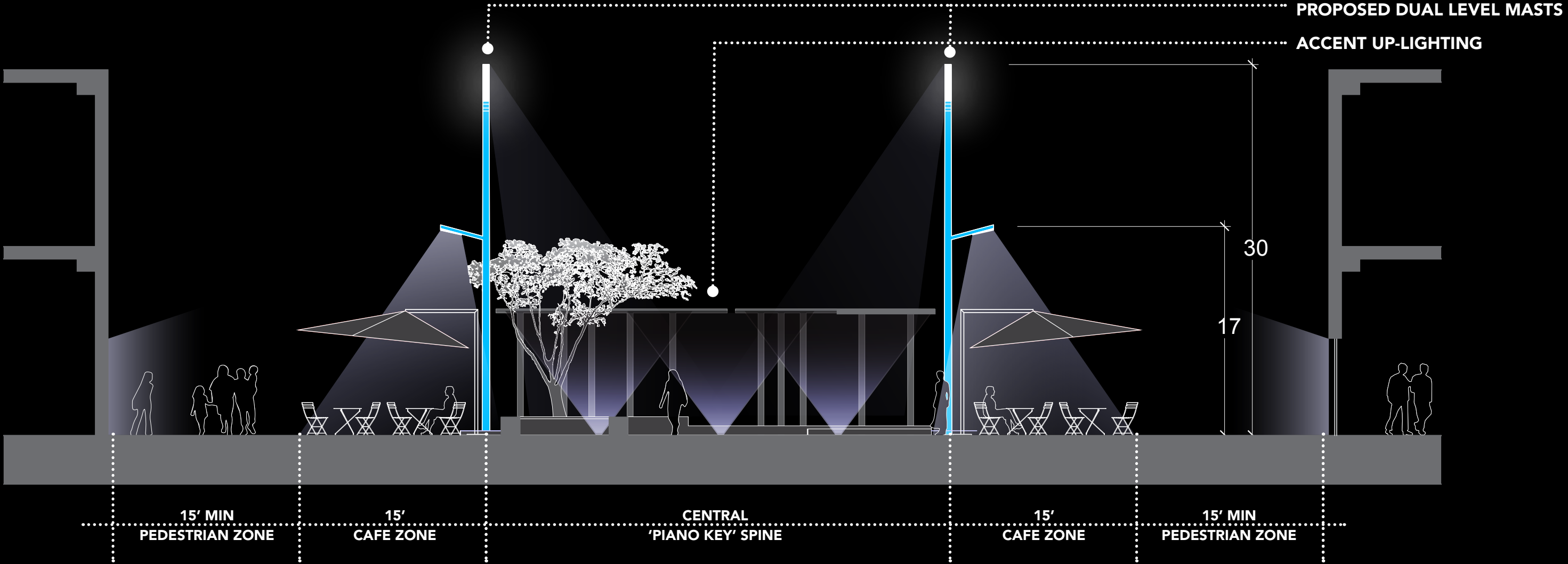
LEGEND

-  EXISTING FLOOD LIGHT
-  EXISTING STREET LAMP
-  EXISTING UPLIGHT





LIGHTING | PROPOSED



LIGHTING | FIXTURE TYPES

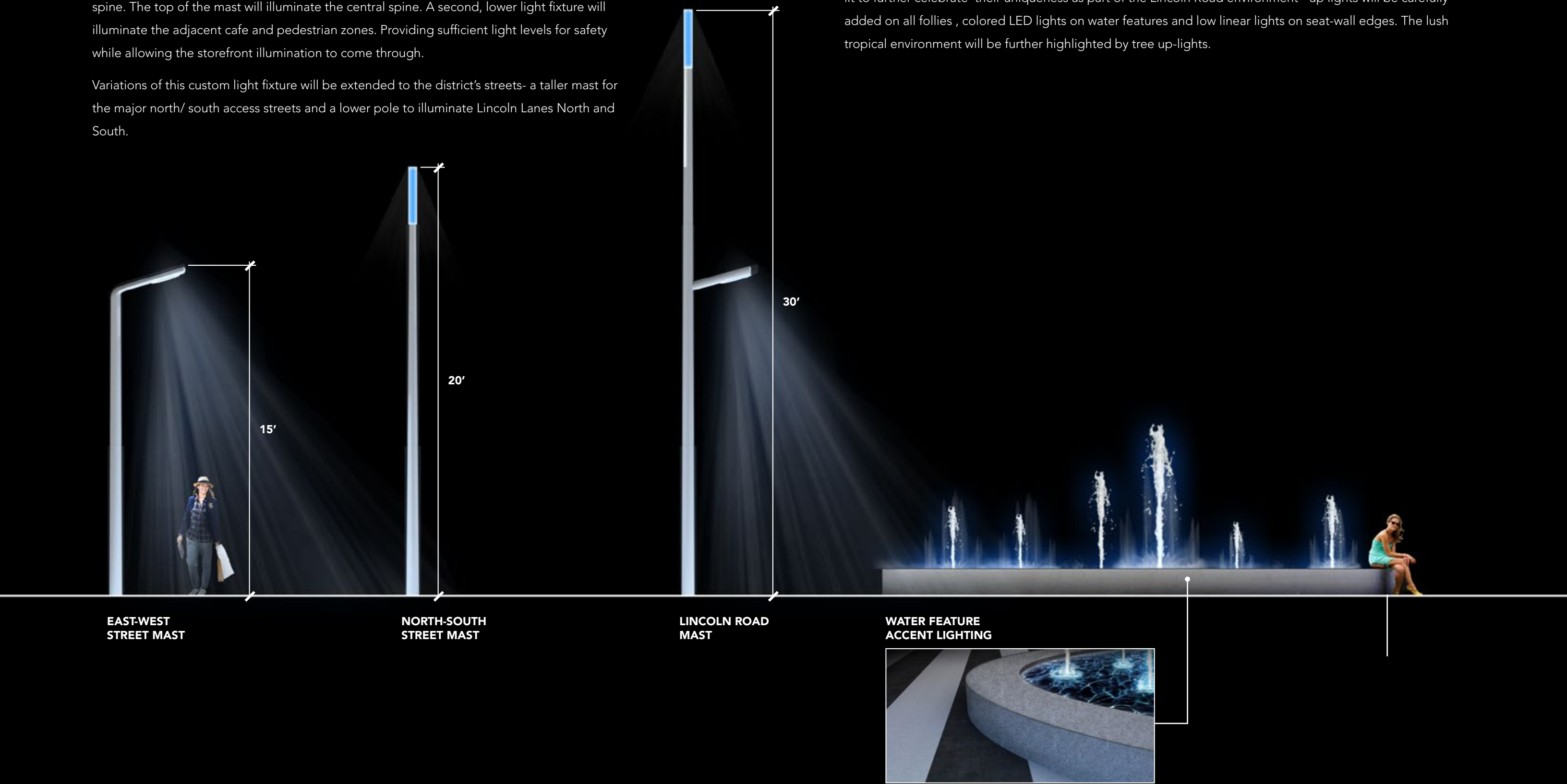
Lighting Masts

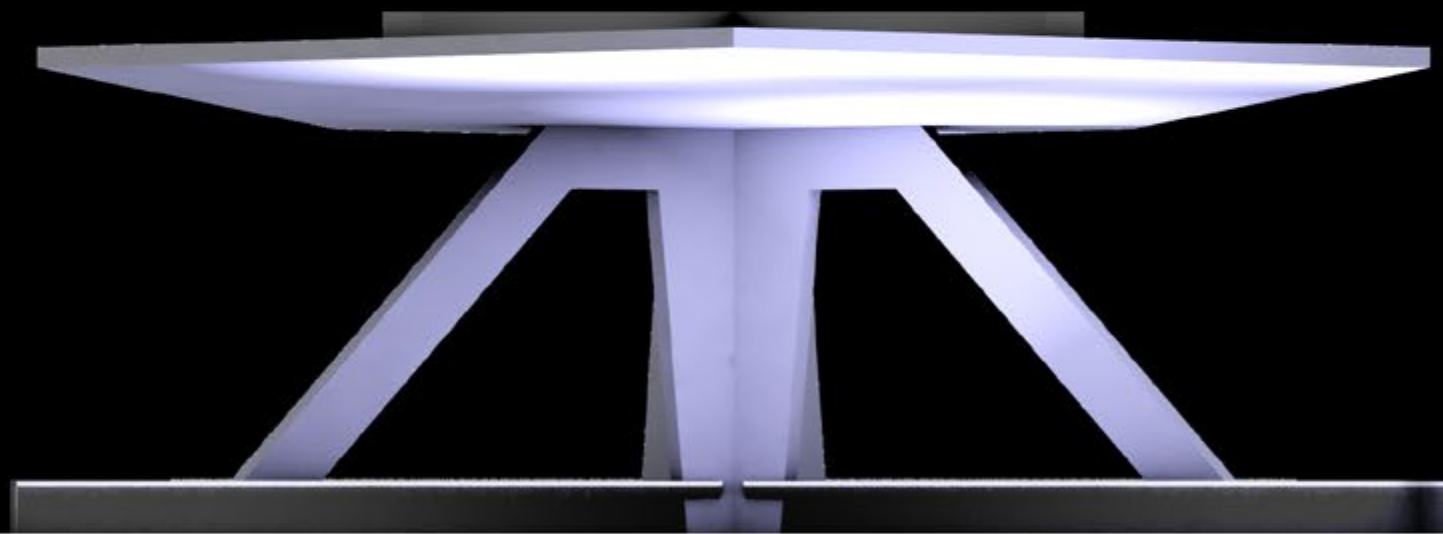
An elegant set of dual masts with LED lights will flank the edges of the 'piano key' central spine. The top of the mast will illuminate the central spine. A second, lower light fixture will illuminate the adjacent cafe and pedestrian zones. Providing sufficient light levels for safety while allowing the storefront illumination to come through.

Variations of this custom light fixture will be extended to the district's streets- a taller mast for the major north/ south access streets and a lower pole to illuminate Lincoln Lanes North and South.

Accent Lighting

The architectural elements situated on the central spine- planters, water feature and follies, will be carefully lit to further celebrate their uniqueness as part of the Lincoln Road environment- up lights will be carefully added on all follies , colored LED lights on water features and low linear lights on seat-wall edges. The lush tropical environment will be further highlighted by tree up-lights.





FOLLY ACCENT
UP-LIGHTING



PLANTER ACCENT
UP-LIGHTING & PROFILE LIGHTING



LIGHTING | FEATURES

Euclid Circle Catenary

An undulating catenary light array will complement the adjusted orientation of Lincoln Road’s celebrated center point; Euclid Circle. The catenary acts to unify the space and announce its comparatively larger scale. Also, the lights will provide a softer hue than the existing overhead masts, evoking the rolling movement of the waves only a few blocks to the east.



**EUCLID CATENARY:
NORTH-FACING ELEVATION**

400 Block Trellis

The new louvered trellis above the 400 block will not only provide shade during the day, it will provide visual interest at night. The accent up-lighting that is recommended elsewhere through Lincoln Road (e.g. follies and trees) will be of particular interest here, as the striated surface will reflect and cast lighting in unique ways. Additionally, the size and location as one of the gateways provides a great opportunity for artistic lighting installations, such as the ethereal “Flow” installation by the Dutch design Studio Roosegaarde.



400 Block
Canopy Uplighting



‘Flow’
by Studio Roosegaarde



400 BLOCK TRELLIS:
SOUTH-FACING ELEVATION

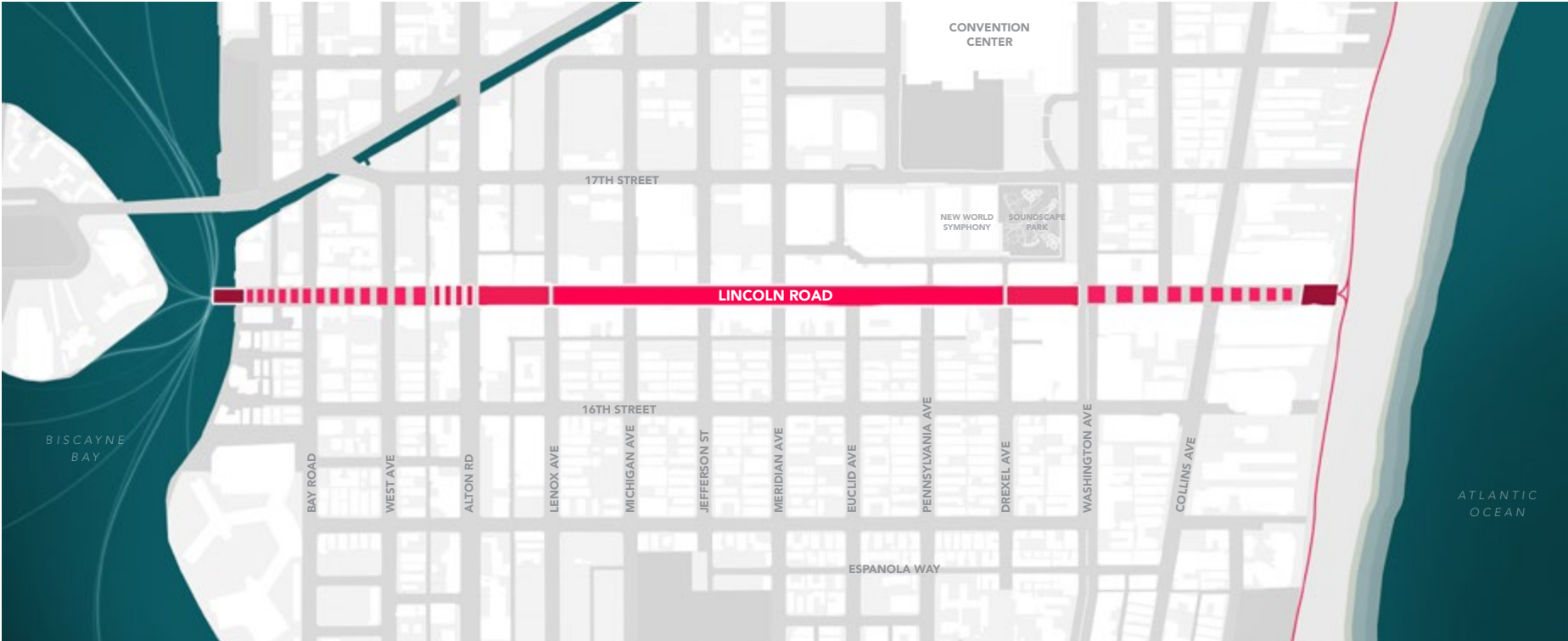
2.3 BLOCKS

LINCOLN ROAD | 4 KEY STRATEGIES

- 1

EMPHASIZE GATEWAYS

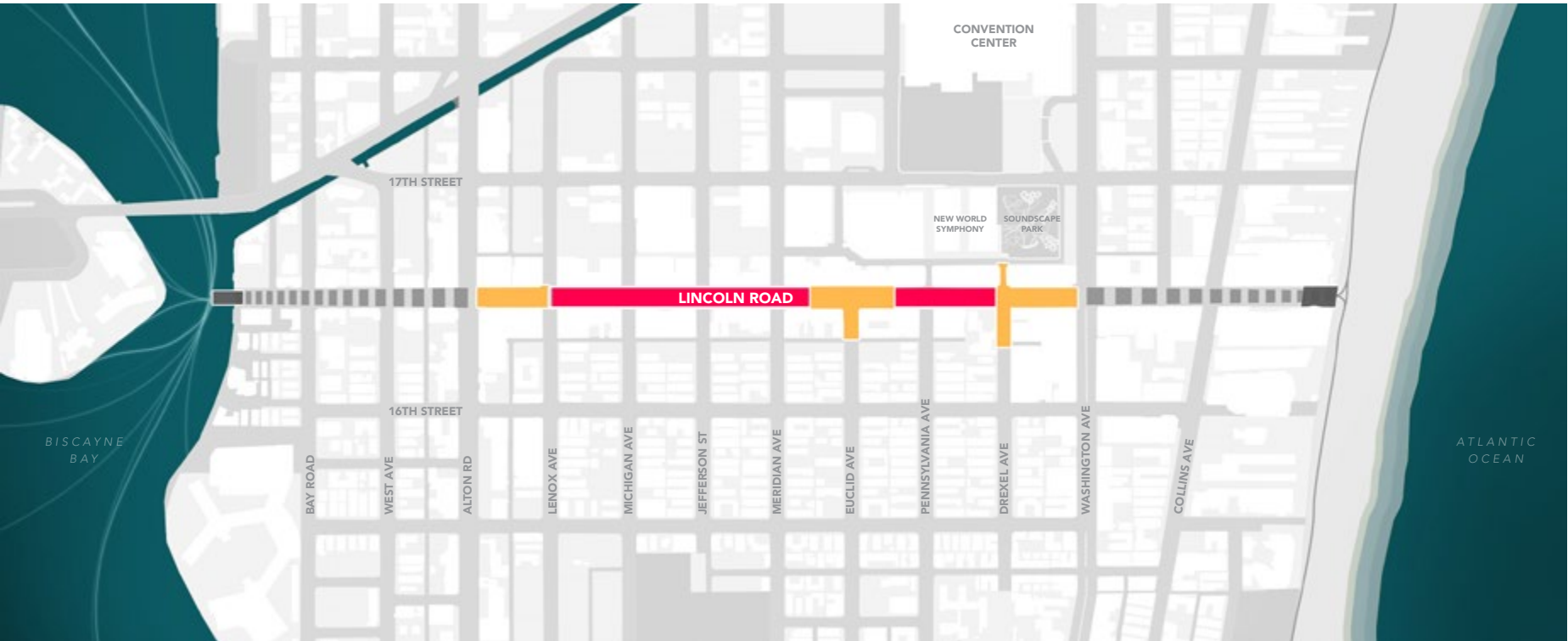
EXTEND PEDESTRIAN EXPERIENCE TO BEACH AND BAY AND CLEARLY DEMARCATE ENTRY POINTS TO PEDESTRIAN PROMENADE AT THE 1100 AND 400 BLOCKS



- 2

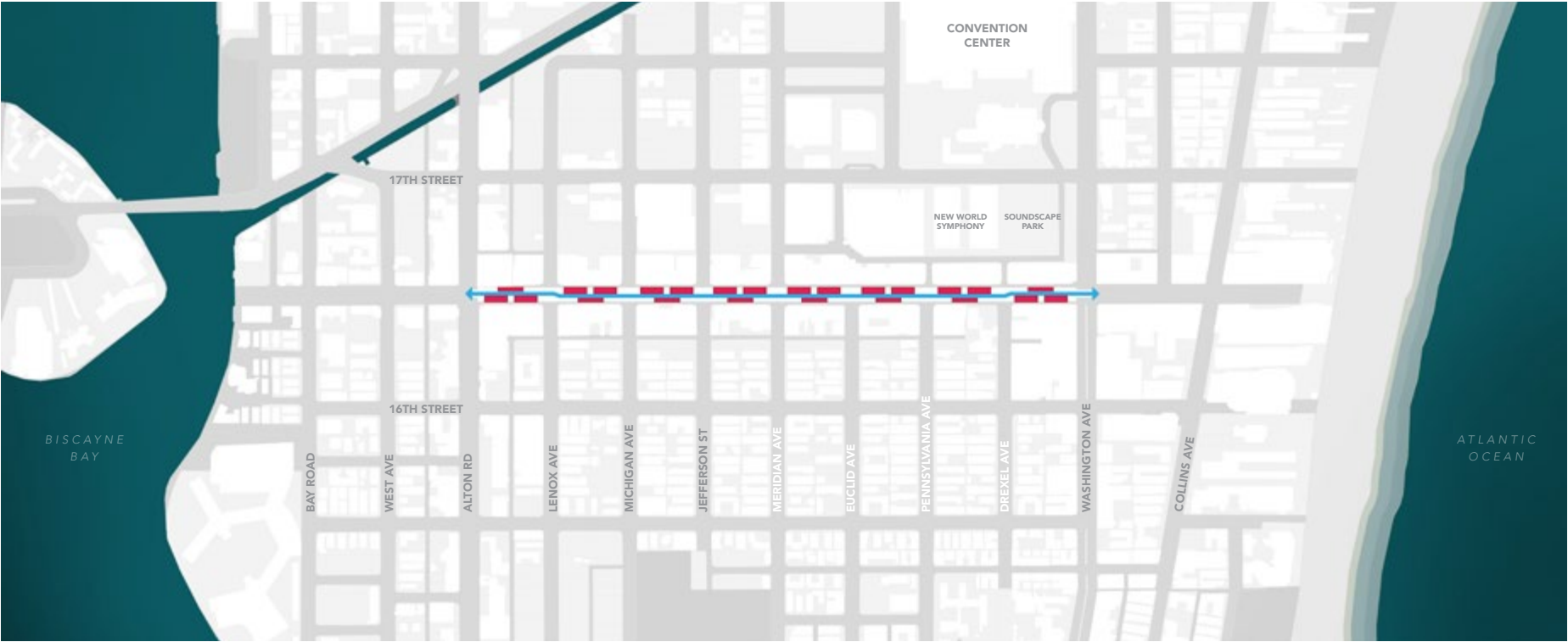
CREATE 3 CIVIC ANCHORS

ENRICH PROMENADE EXPERIENCE BY CREATING 3 LARGER CIVIC SPACES TO ACCOMMODATE ART AND CULTURE

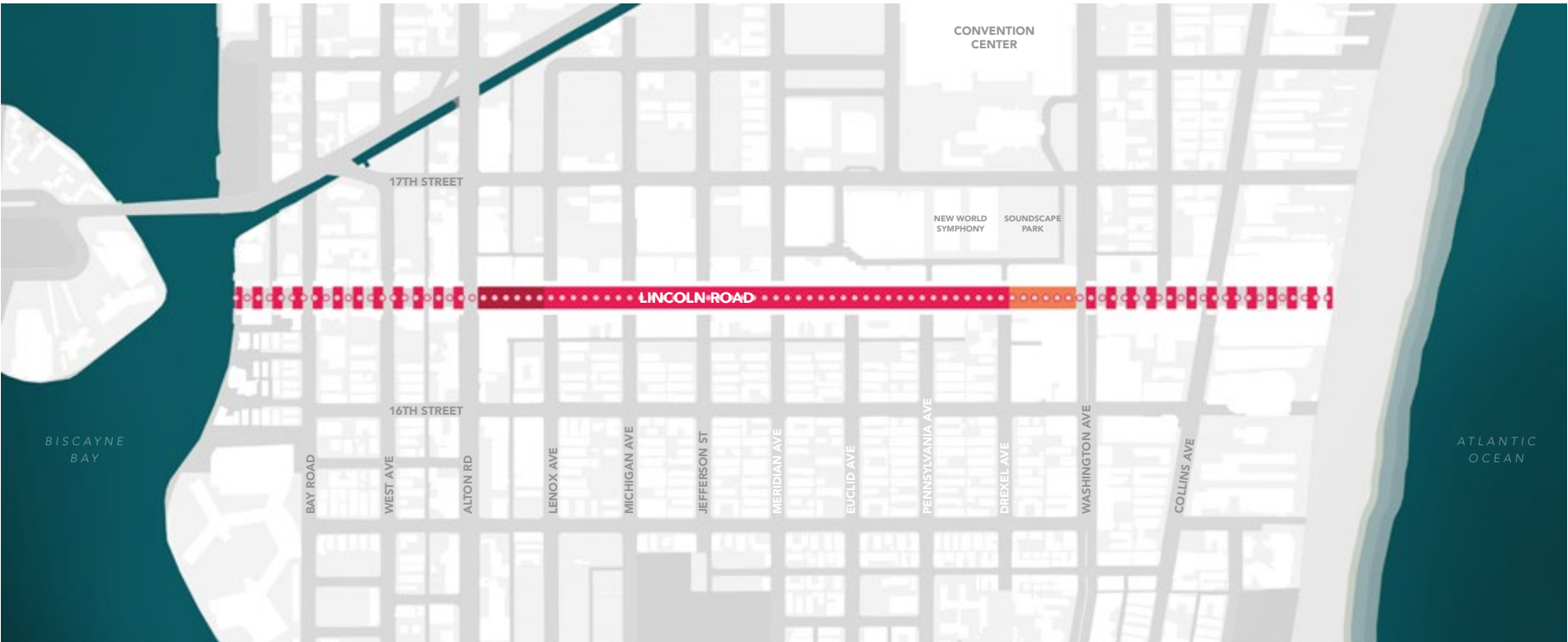


LINCOLN ROAD | 4 KEY STRATEGIES

3 ORGANIZE THE LINE
ESTABLISH A CENTRAL PUBLIC SPINE FLANKED BY CLEARLY DESIGNATED CAFE ZONES WHILE PRESERVING NORTH- SOUTH POROSITY



4 DEVELOP A COHESIVE DESIGN VOCABULARY
INCORPORATE CONSISTENT ELEMENTS SUCH AS PAVING, LIGHTING AND PUBLIC FURNISHING THROUGHOUT PROMENADE



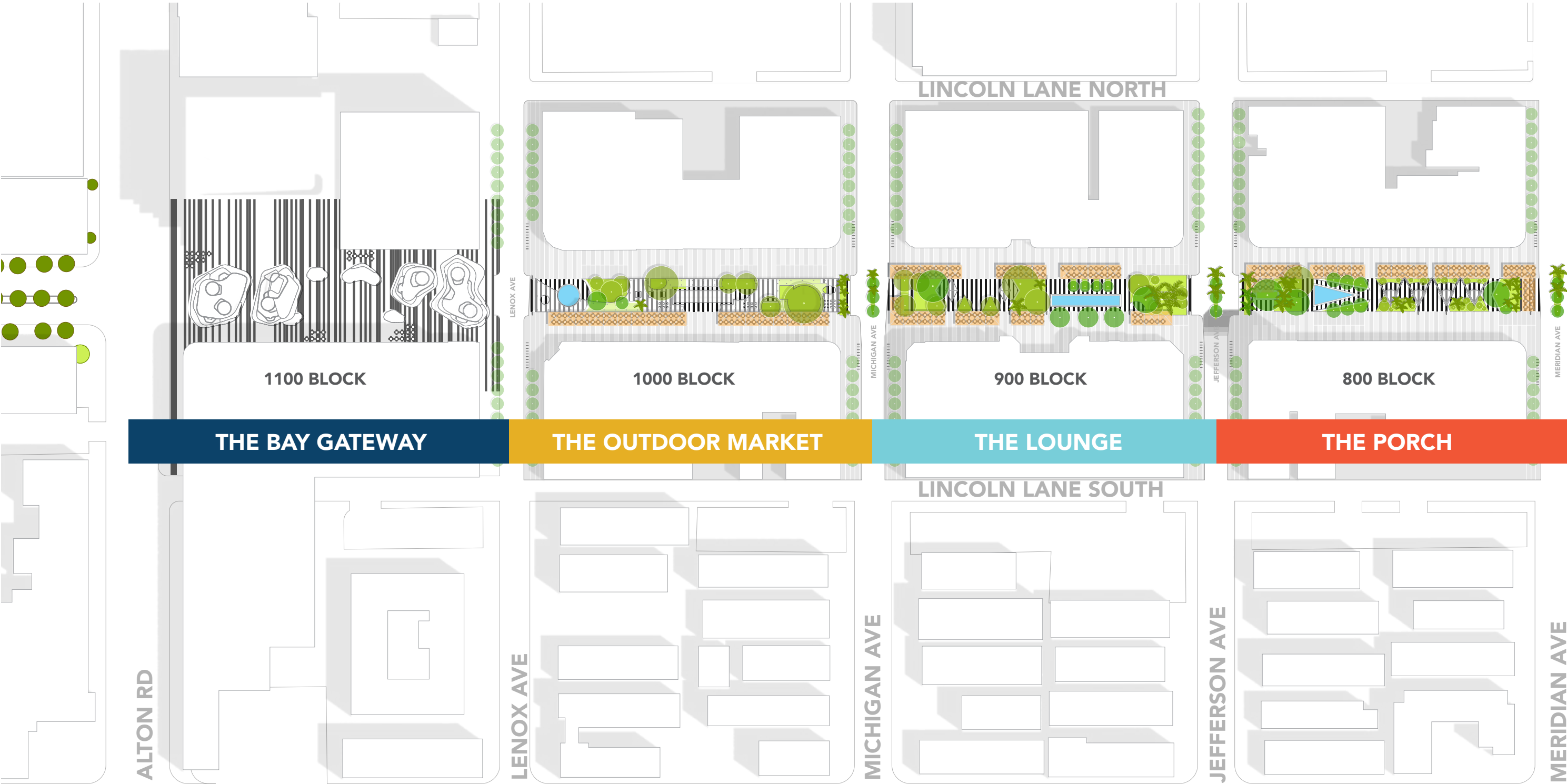
LINCOLN ROAD ROOMS

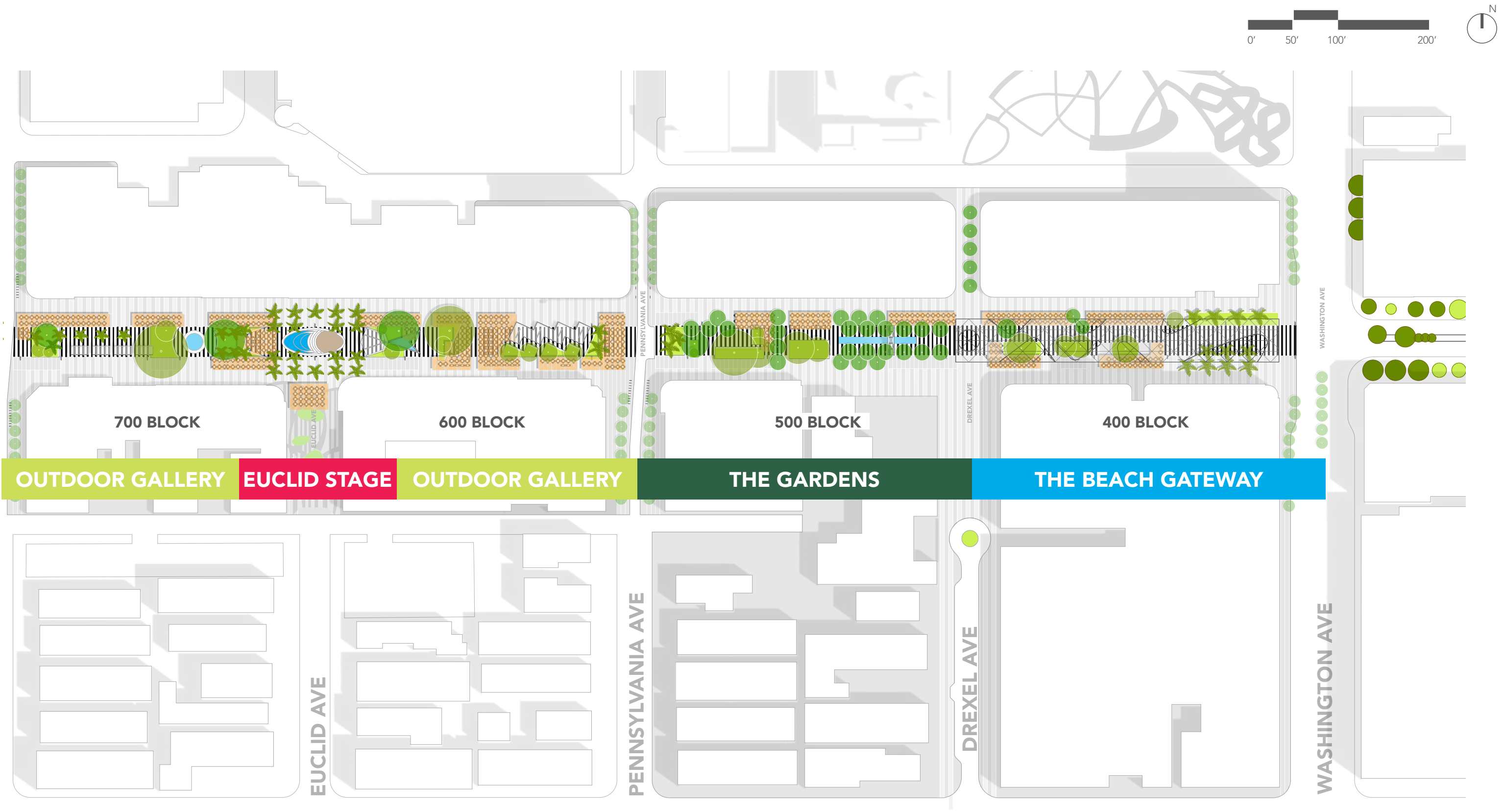
The master plan for the pedestrian part of Lincoln Road builds upon a number of key design principles including:

- Marking the gateways at the 400 and 1100 blocks;
- Establishing three civic destinations at the 400 block, Euclid Oval and 1100 Block where the space is expanded in order to accommodate larger gathering spaces of cultural value;

- Treating each block differently through the creation of a series of episodes or attractions that distinguish each address and are inspired by the spaces created by the existing Lapidus features.

The result is a more inviting, eventful, and social shopping and dining destination -- a curated promenade of varied experiences and attractions that encourages movement from end-to-end and side-to-side.



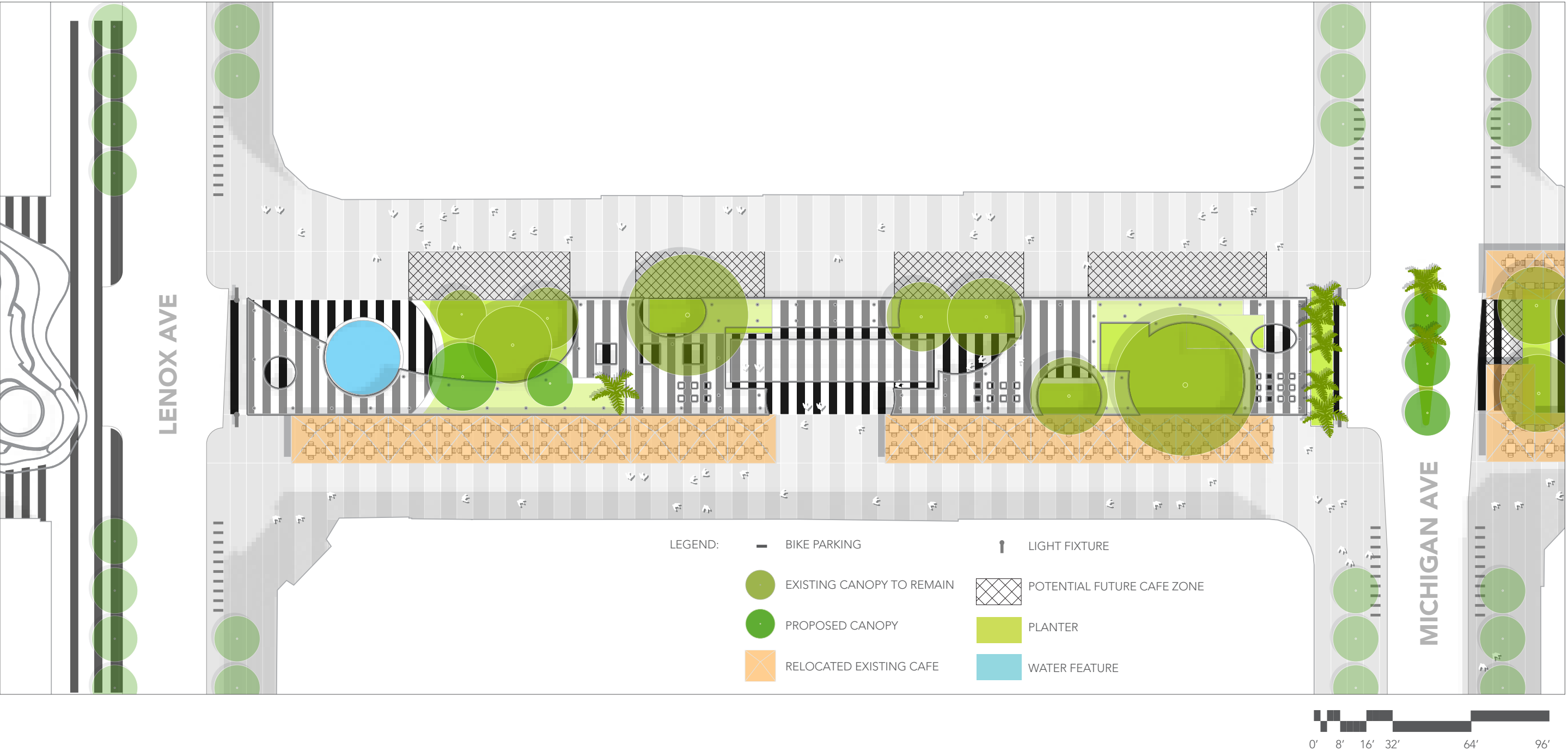


THE OUTDOOR MARKET | 1000 BLOCK

PROPOSED PLAN

Capitalizing on the existing continuous canopy situated on the 1000 block, the master plan proposes all existing street vendors are gathered on this block, activating the space under its iconic canopy as an outdoor market that can collect various vendors on a daily basis and house existing farmers and antique markets on occasion.

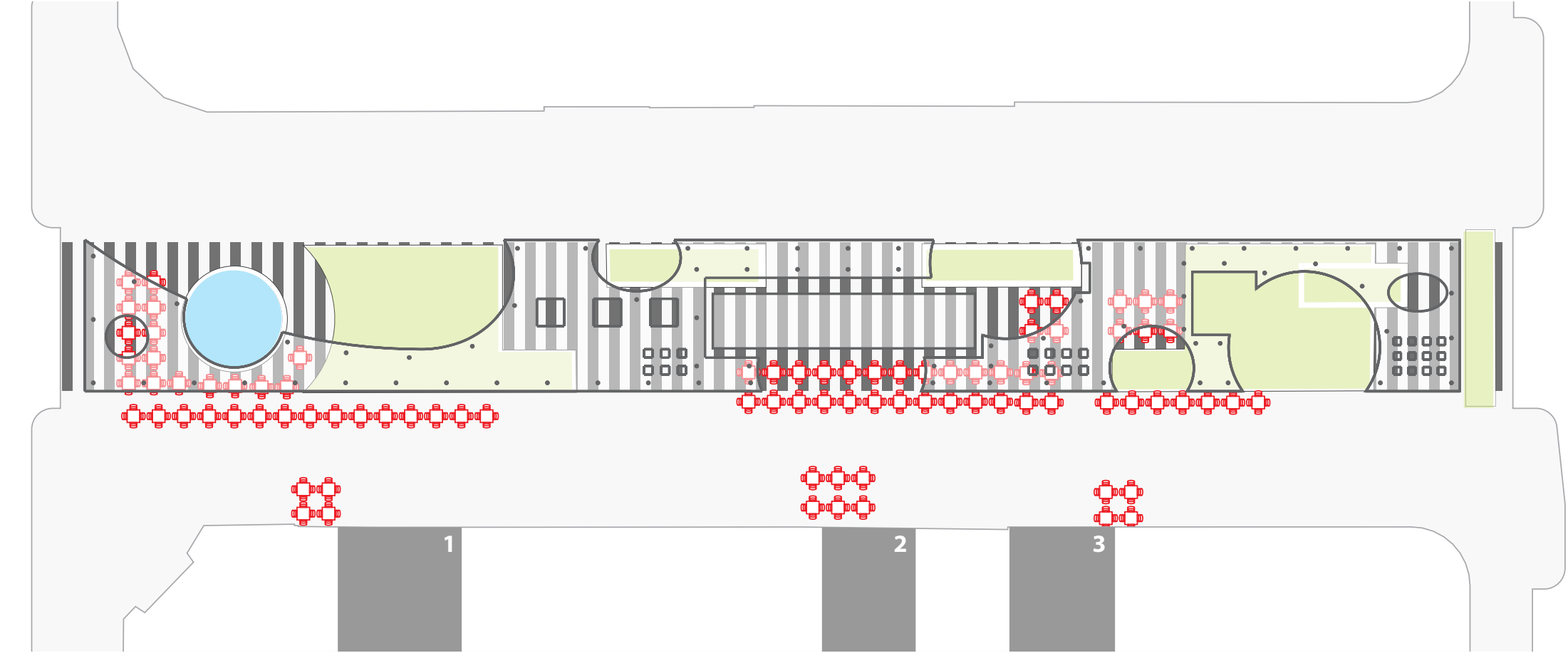
It is also suggested the existing mosaic clad circular water feature is restored to it's original materials.



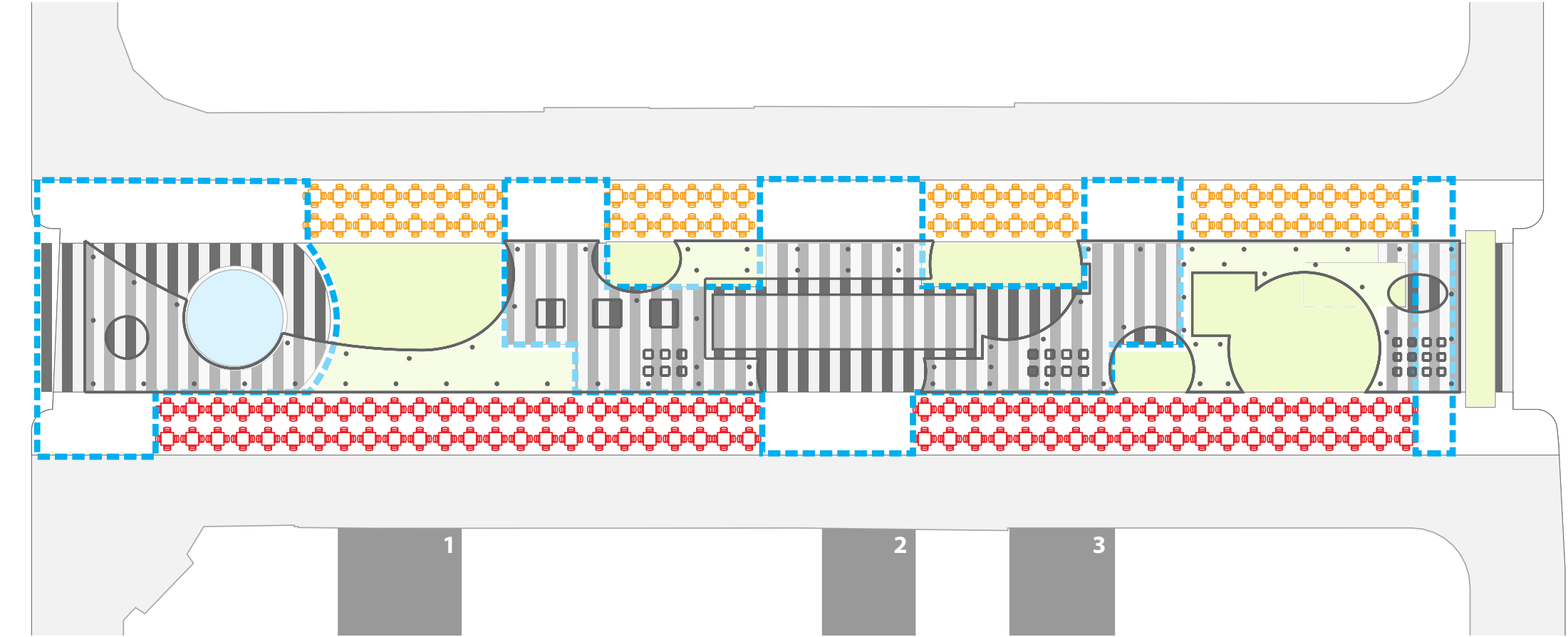
THE OUTDOOR MARKET | 1000 BLOCK
CAFE STUDIES

CAFE NAME		EXISTING SETTINGS		POTENTIAL SETTINGS
1	SEGAFREDO L'ORIGINALE	140	33 TABLE OF FOUR 4 TABLE OF TWO	140
2	BALANS	144	36 TABLE OF FOUR 0 TABLE OF TWO	144
3	QUATTRO GASTRONOMIA ITALIANA	66	22 TABLE OF FOUR 2 TABLE OF TWO	66
EXISTING TOTAL		350		350
POTENTIAL FUTURE				232
GRAND TOTAL				582

- LEGEND
- EXISTING CAFE TABLE
 - POTENTIAL FUTURE TABLE
 - NO TABLE ZONE



EXISTING



PROPOSED

THE OUTDOOR MARKET | 1000 BLOCK
EXISTING



THE OUTDOOR MARKET | 1000 BLOCK
PROPOSED



THE LOUNGE | 900 BLOCK PROPOSED PLAN

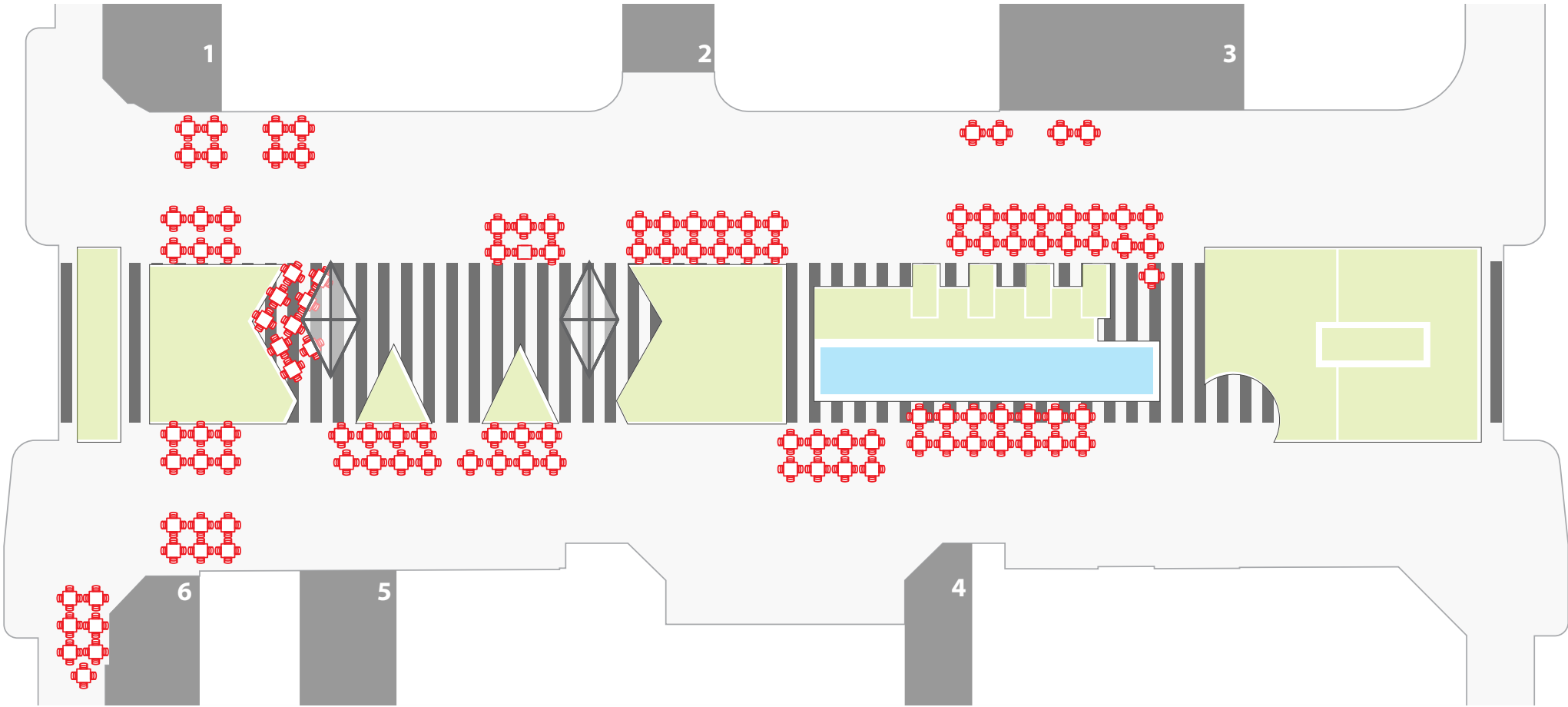
The arrangement of the existing Lapidus’ architectural features on the 900 block articulates two distinct spaces with potential for social exchange: the first, an outdoor living room framed by two large geometric planters and punctuated by two distinct follies with diamond shaped canopies; and the second a rectangular water feature situated alongside the pedestrian promenade. Both spaces will be activated as social lounges by the introduction of seat-walls along selected edges of the existing planter walls in combination a grouping of several fixed individual seats flanking the edge of the water feature.



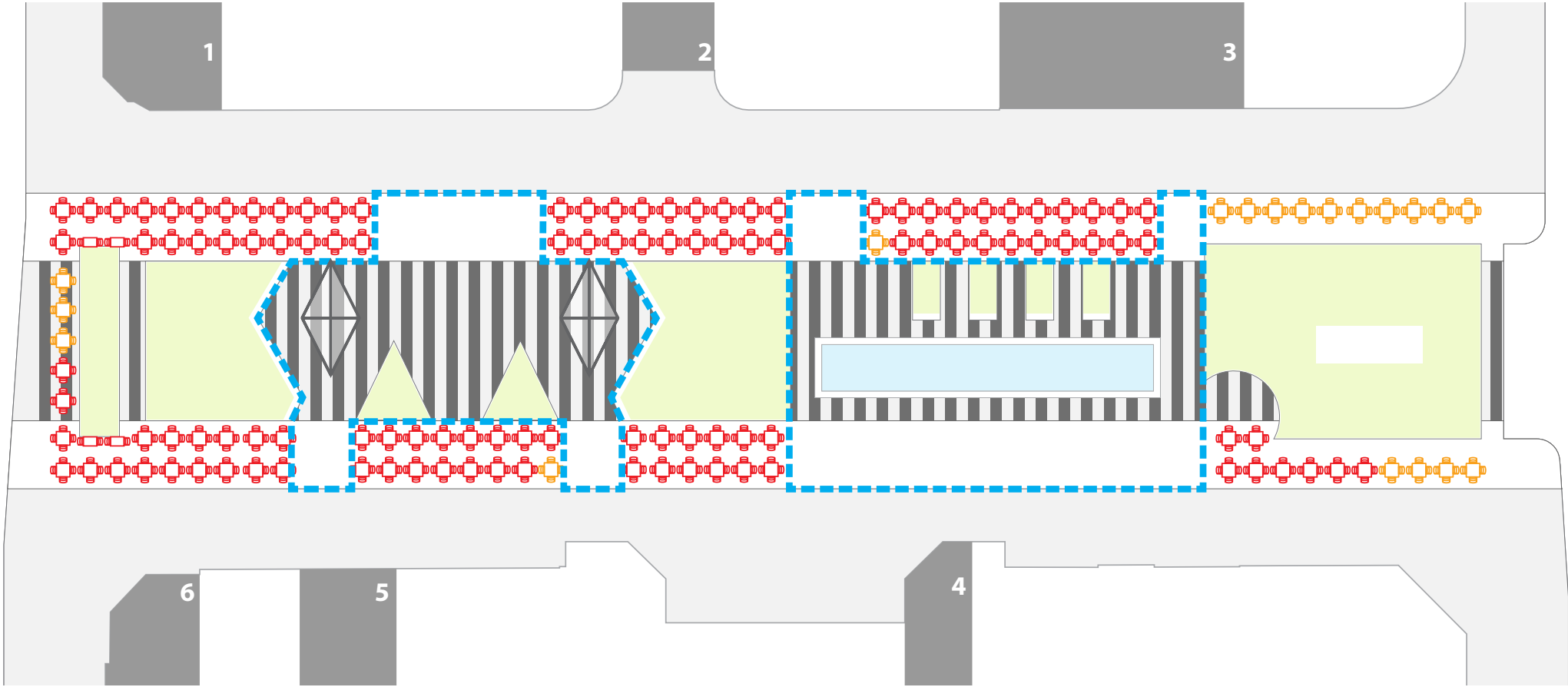
THE LOUNGE | 900 BLOCK

CAFE STUDIES




CAFE NAME		EXISTING SETTINGS		POTENTIAL SETTINGS
1	HOFBRÄU BEERHALL	92	22 TABLE OF FOUR 2 TABLE OF TWO	92
2	THE CAFE AT BOOKS & BOOKS	70	11 TABLE OF FOUR 13 TABLE OF TWO	70
3	MEAT MARKET	84	18 TABLE OF FOUR 6 TABLE OF TWO	84
4	920 ARGENTINE GRILL	88	16 TABLE OF FOUR 12 TABLE OF TWO	88
5	GROOVY'S PIZZA	60	15 TABLE OF FOUR 0 TABLE OF TWO	60
6	FINNEGAN'S ROAD	76	19 TABLE OF FOUR 0 TABLE OF TWO	76
EXISTING TOTAL		470		470
POTENTIAL FUTURE				72
GRAND TOTAL				492



EXISTING



PROPOSED

- LEGEND
-  EXISTING CAFE TABLE
 -  POTENTIAL FUTURE TABLE
 -  NO TABLE ZONE

THE LOUNGE | 900 BLOCK
EXISTING



THE LOUNGE | 900 BLOCK
PROPOSED



THE LOUNGE | 900 BLOCK
EXISTING



THE LOUNGE | 900 BLOCK
PROPOSED



THE PORCH | 800 BLOCK PROPOSED PLAN

The 800 block features a unique zig-zagging canopy composed of repeating triangular structures that are further reiterated by a triangular water feature sitting directly west of the structure. The master plan proposes the relocation of all existing cafes away from under the canopy structure and a “no café zone” alongside its southern edge in order to preserve clear visual and pedestrian accessibility to this unique feature.

Two symmetric paths will be carved out of the planters bordering the triangular, oolitic stone clad water feature in order to increase pedestrian circulation east / west through the middle of the block further reinforcing the connection between the canopy and water feature.

The walls of each planter edge facing the water feature will be thickened as seat-walls sited underneath the canopy of new shade trees.

In order to further activate the distinct canopy, the space is envisioned as an opportunity for temporary commissioned art installations that add playful seating under the iconic folly, inspired from examples of similar successful interventions such as Netscape an installation by Konstantin Grcic originally installed at the Miami Design District and later at the Perez Art Museum.



THE PORCH | 800 BLOCK CAFE STUDIES

CAFE NAME		EXISTING SETTINGS		POTENTIAL SETTINGS
1	SIBILLA	102	25 TABLE OF FOUR 1 TABLE OF TWO	102
2	HAVANA 1957	166	33 TABLE OF FOUR 17 TABLE OF TWO	166
3	MAYA TAPAS & GRILL	98	23 TABLE OF FOUR 3 TABLE OF TWO	98
4	DYLAN'S CANDY BAR	52	10 TABLE OF FOUR 6 TABLE OF TWO	52
EXISTING TOTAL		418		418
POTENTIAL FUTURE				224
GRAND TOTAL				642

LEGEND

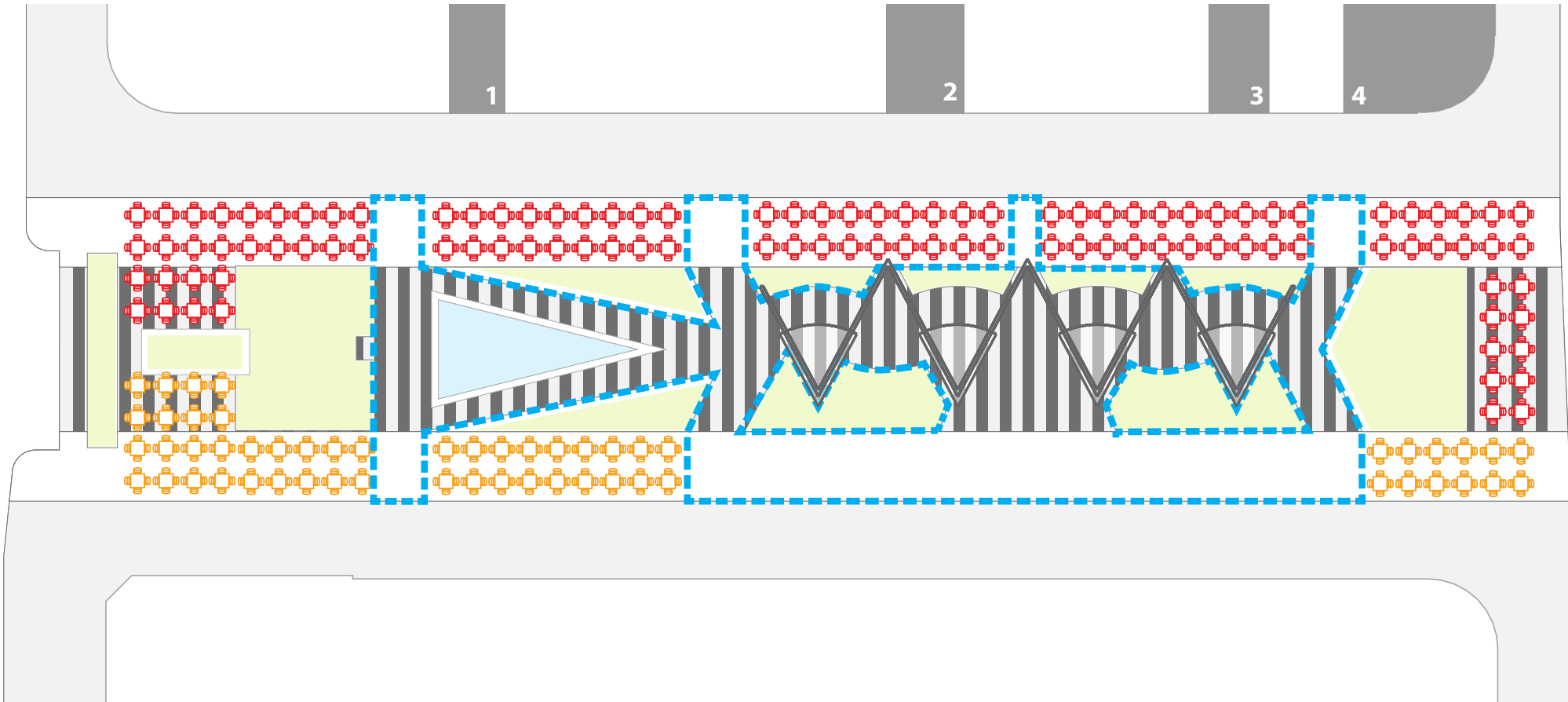
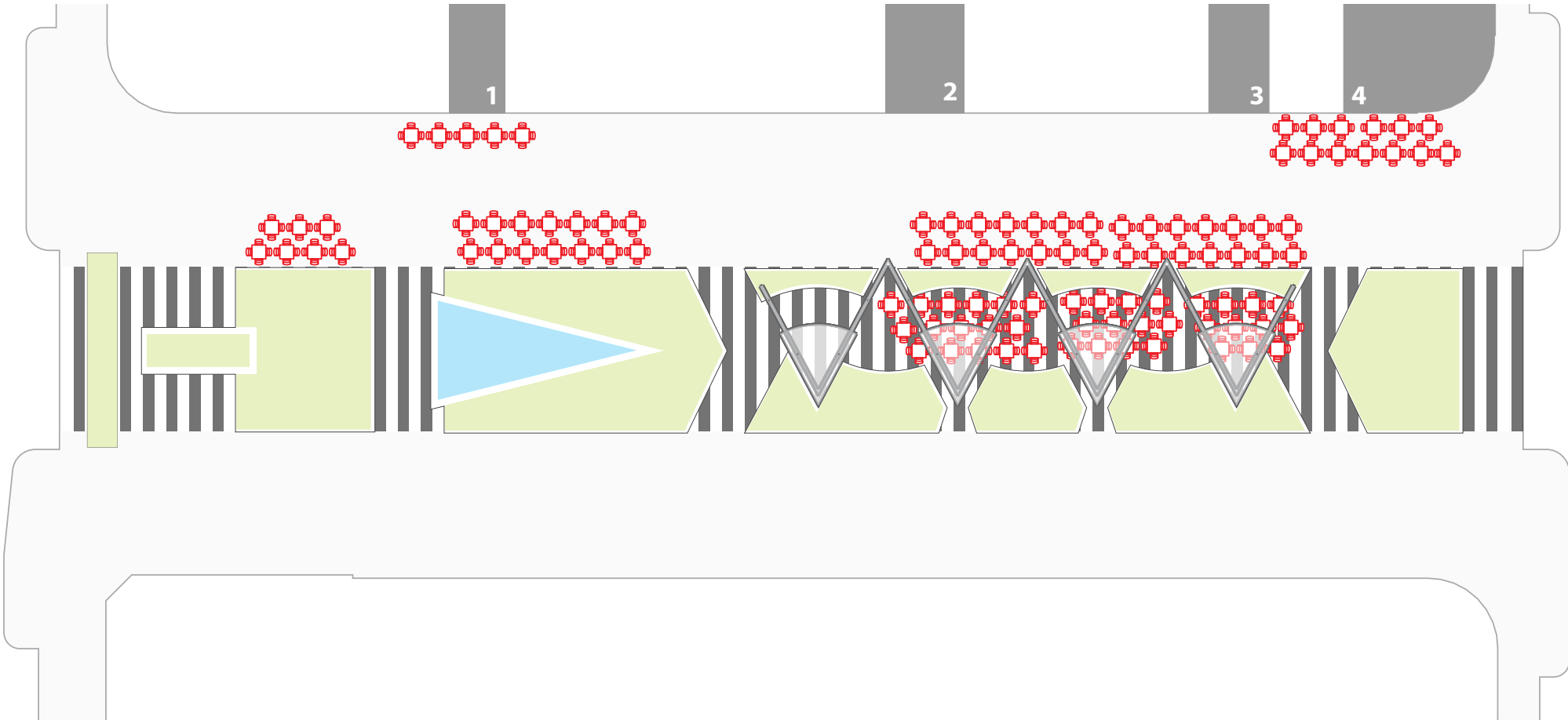
EXISTING CAFE TABLE

POTENTIAL FUTURE TABLE

NO TABLE ZONE

EXISTING

PROPOSED



THE PORCH | 800 BLOCK
EXISTING



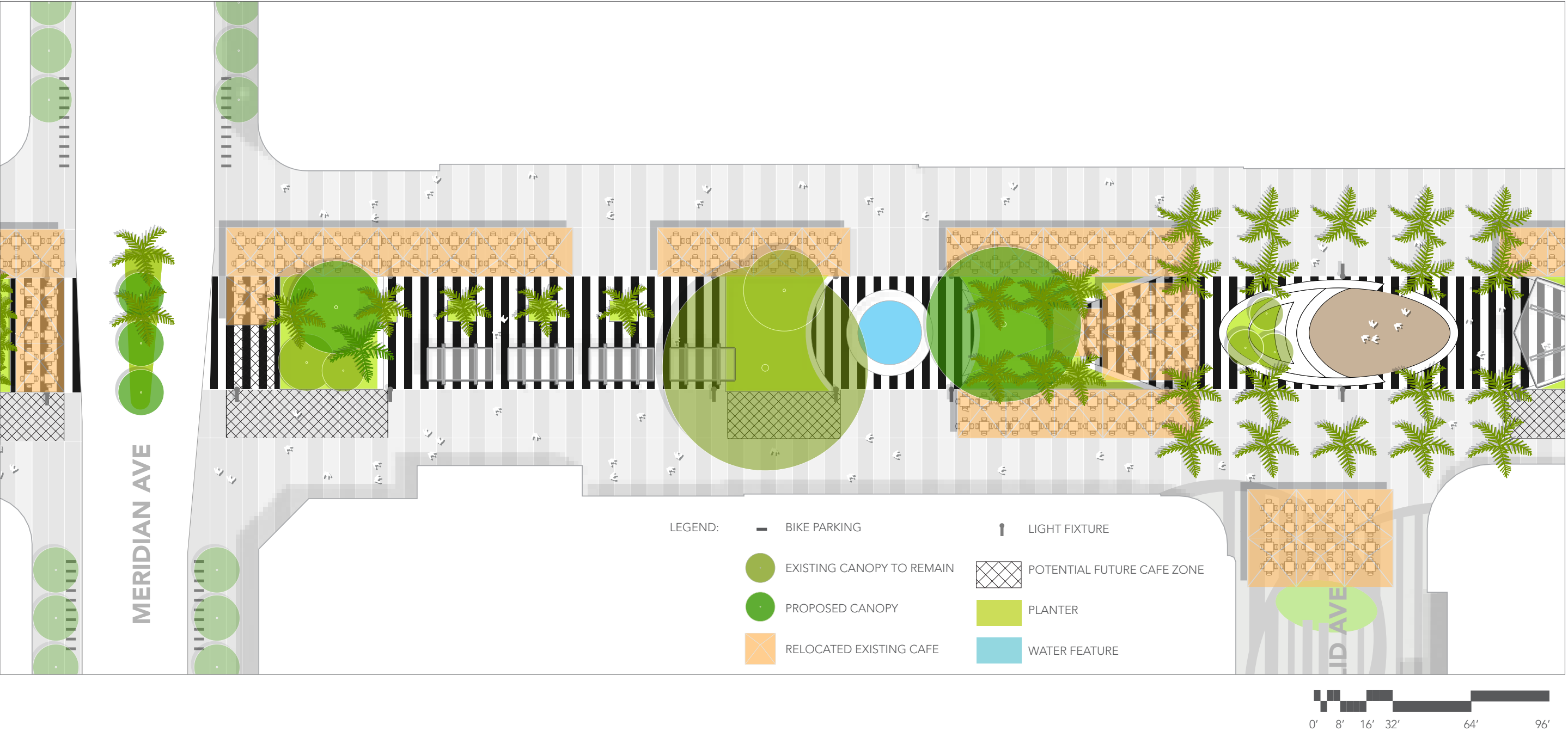
THE PORCH | 800 BLOCK
PROPOSED



THE OUTDOOR GALLERY | 700 BLOCK

PROPOSED PLAN

The 700 and 600 blocks are currently Lincoln Road’s most expansive space given that both blocks are connected due to the pedestrianization of Euclid Ave. Originally intended as a space for exhibits and art, the master plan proposes the two distinct canopy structures situated on either end of each the blocks are used as exhibit spaces; the U-shaped collection of canopies on the 700 block to hold sculptures and the walls of the zigzag shape canopy on the 600 block to display visual arts. To that end, ‘no café zones’ are established on the southern edge of the 700 block follies and on the northern edge of the 600 block structure, inviting the public to inhabit the space.



THE OUTDOOR GALLERY | 600 BLOCK

PROPOSED PLAN

The center of the block, currently referred to as the “Euclid Oval” is the largest most central space of the entire road and as such, is a beloved space for many as it allows for people watching and children’s free play. It is used a display for holiday installations, as an occasional stage for events and is surrounded by mature date palms which have become a unique habitat for parrots.

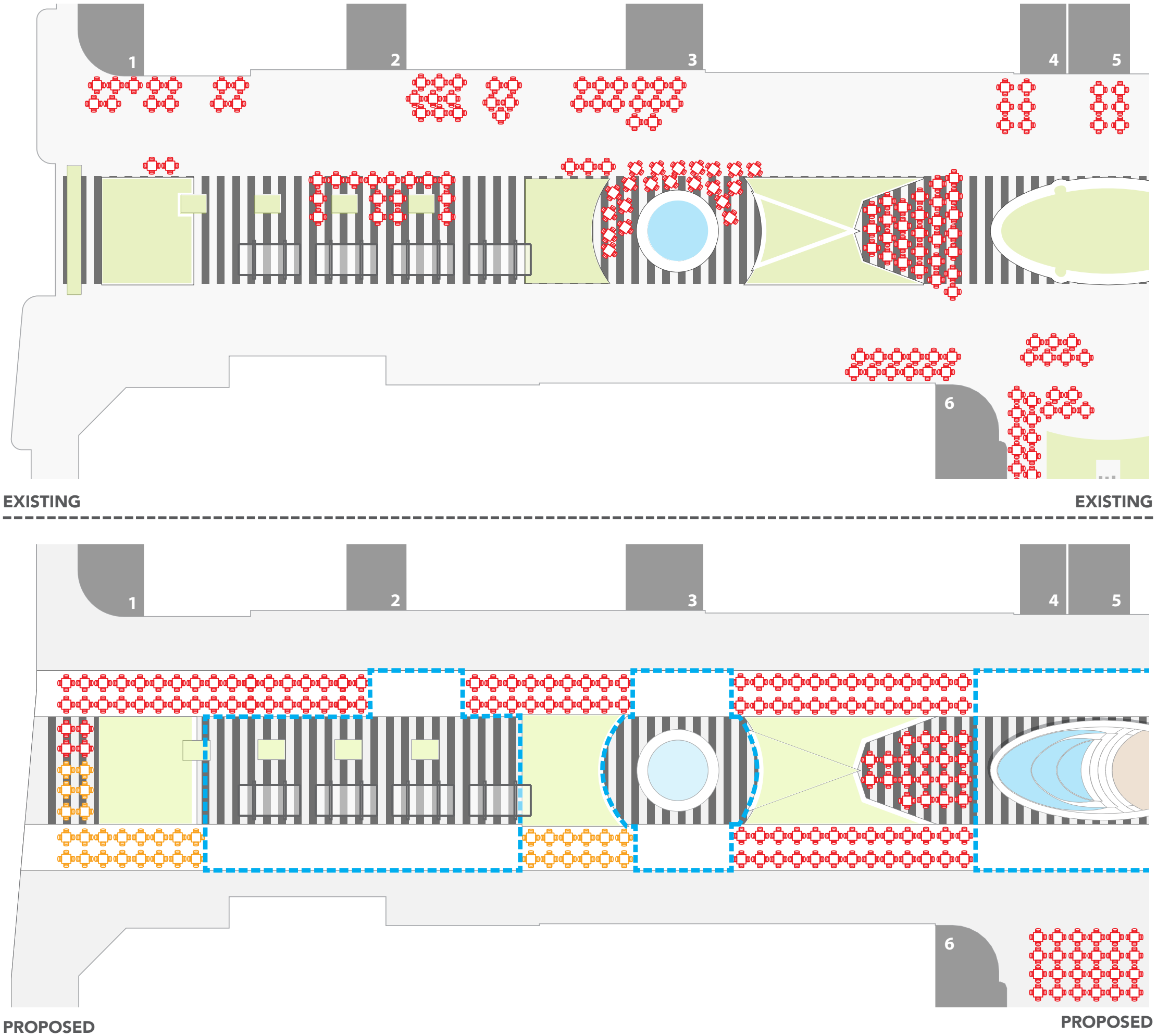
Inspired on the multiplicity of uses and programs this space currently allows for, the master plan proposes a sculpted feature with a cascading planter facing west and a small amphitheater space with seating steps facing east creating a unique space for performance under the canopy of the existing winged folly.



THE OUTDOOR GALLERY | 700 BLOCK
CAFE STUDIES

CAFE NAME		EXISTING SETTINGS		POTENTIAL SETTINGS
1	STARBUCKS	32	8 TABLE OF FOUR 0 TABLE OF TWO	32
2	SPRIS	120	21 TABLE OF FOUR 18 TABLE OF TWO	120
3	PUNTINO	152	35 TABLE OF FOUR 6 TABLE OF TWO	152
4	PIZZA RUSTICA	138	30 TABLE OF FOUR 9 TABLE OF TWO	138
5	16 HANDLERS	24	6 TABLE OF FOUR 0 TABLE OF TWO	24
6	NEXXT	142	25 TABLE OF FOUR 21 TABLE OF TWO	142
EXISTING TOTAL		608		608
POTENTIAL FUTURE				136
GRAND TOTAL				744

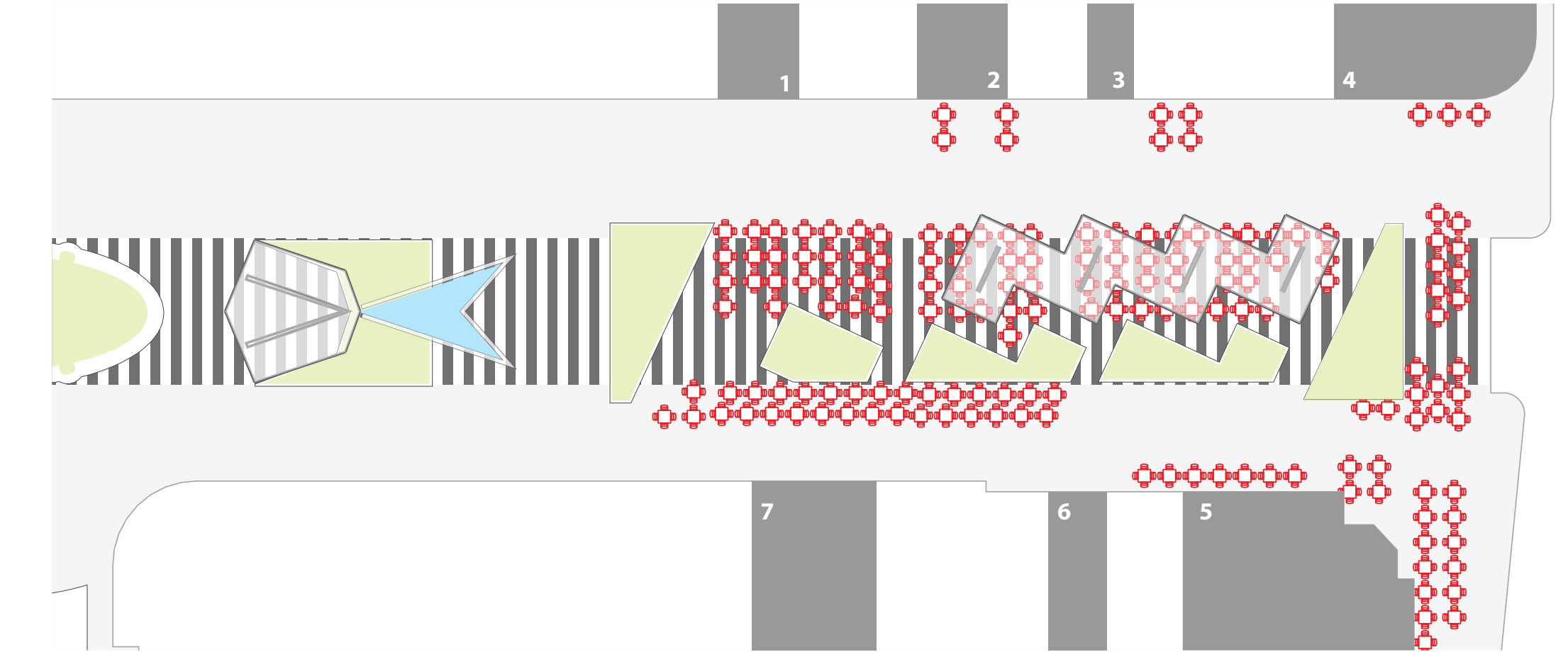
- LEGEND
- EXISTING CAFE TABLE
 - POTENTIAL FUTURE TABLE
 - NO TABLE ZONE



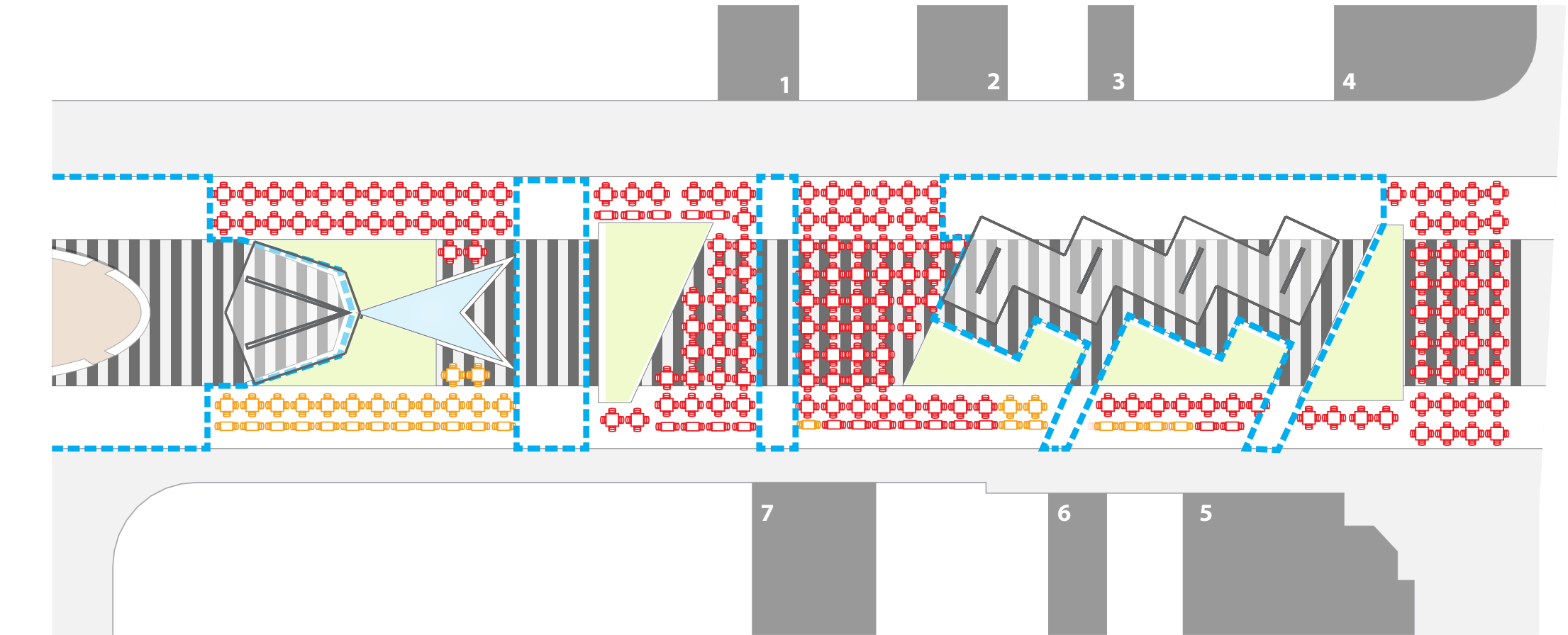
THE OUTDOOR GALLERY | 600 BLOCK
CAFE STUDIES

CAFE NAME		EXISTING SETTINGS		POTENTIAL SETTINGS
1	RIO STATION	104	26 TABLE OF FOUR 0 TABLE OF TWO	104
2	AURA	90	20 TABLE OF FOUR 5 TABLE OF TWO	90
3	CANTINETTA	146	33 TABLE OF FOUR 7 TABLE OF TWO	146
4	STARBUCKS	48	12 TABLE OF FOUR 0 TABLE OF TWO	48
5	SUSHI SAMBA	118	10 TABLE OF FOUR 2 TABLE OF TWO	118
6	FREDO	28	2 TABLE OF FOUR 10 TABLE OF TWO	28
7	IL BOLOGNESE	124	27 TABLE OF FOUR 8 TABLE OF TWO	124
EXISTING TOTAL		658		658
POTENTIAL FUTURE				102
GRAND TOTAL				760

- LEGEND
- EXISTING CAFE TABLE
 - POTENTIAL FUTURE TABLE
 - NO TABLE ZONE



EXISTING



PROPOSED

THE OUTDOOR GALLERY | 700 BLOCK EXISTING



THE OUTDOOR GALLERY | 700 BLOCK
PROPOSED



THE OUTDOOR GALLERY | 600 BLOCK
EXISTING



THE OUTDOOR GALLERY | 600 BLOCK
PROPOSED



THE EUCLID STAGE | 700- 600 BLOCKS

Inspired by the multiplicity of uses and programs this space currently allows for, the master plan proposes a sculpted feature with a cascading planter facing west and a small amphitheater space with seating steps facing east creating a unique space for performance under the canopy of the existing winged folly. While the current central space is represented as a wood deck, several material options including turf or rubber surfacing are under consideration and will be further tested on the next phase of design.



THE EUCLID STAGE | 700- 600 BLOCKS



THE EUCLID STAGE | 700- 600 BLOCKS
EXISTING



THE EUCLID STAGE | 700- 600 BLOCKS
PROPOSED



THE EUCLID STAGE | 700- 600 BLOCKS
EXISTING



THE EUCLID STAGE | 700- 600 BLOCKS
PROPOSED NIGHT VIEW



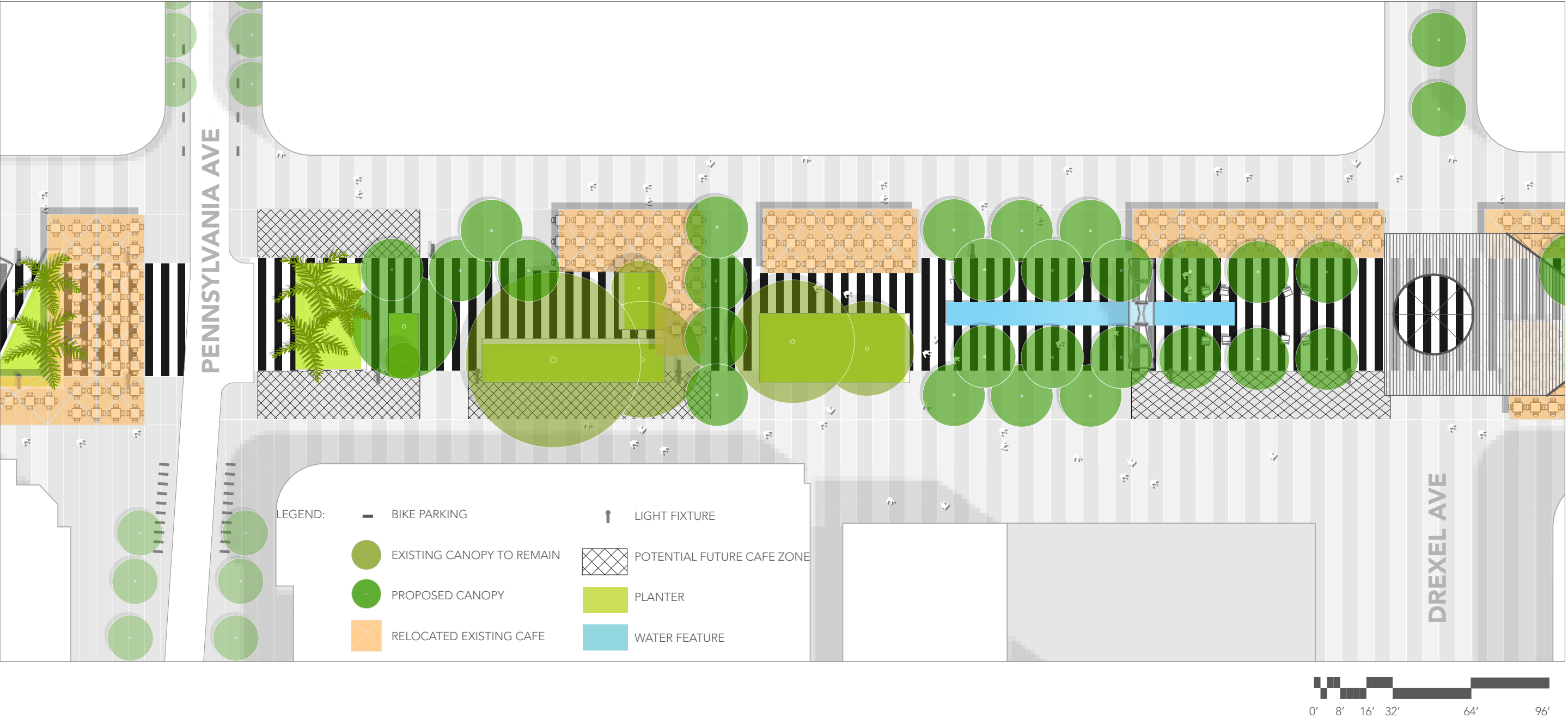
THE GARDENS | 500 BLOCK

PROPOSED PLAN

With the proposed pedestrianization of Drexel Avenue, the 500 and 400 blocks have the potential to create a unique sequence of spaces of similar scale as the 700-600 block.

Capitalizing on the large and sculptural existing trees on the 500 block, the master plan seeks to reinforce the grove-like environment by introducing four rows of flowering trees planted at grade, framing views to the existing triangular folly -- one of the most recognizable landmarks for Lincoln Road currently obscured by overgrown vegetation.

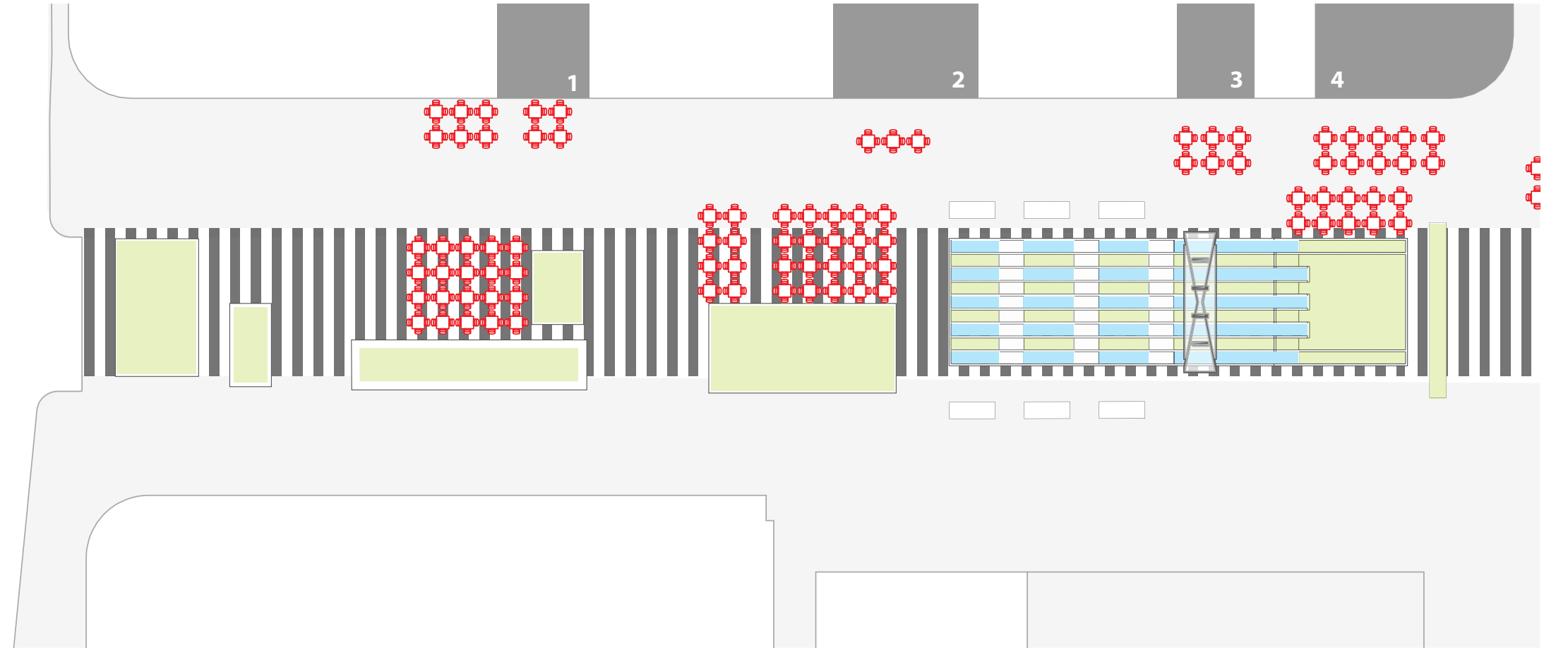
The existing linear water features, an intervention by Martha Schwartz in the 1990's, will be replaced with a single tabled water feature that echoes a fashion catwalk, and in fact can be used as such when the water source is turned off.



THE GARDENS | 500 BLOCK

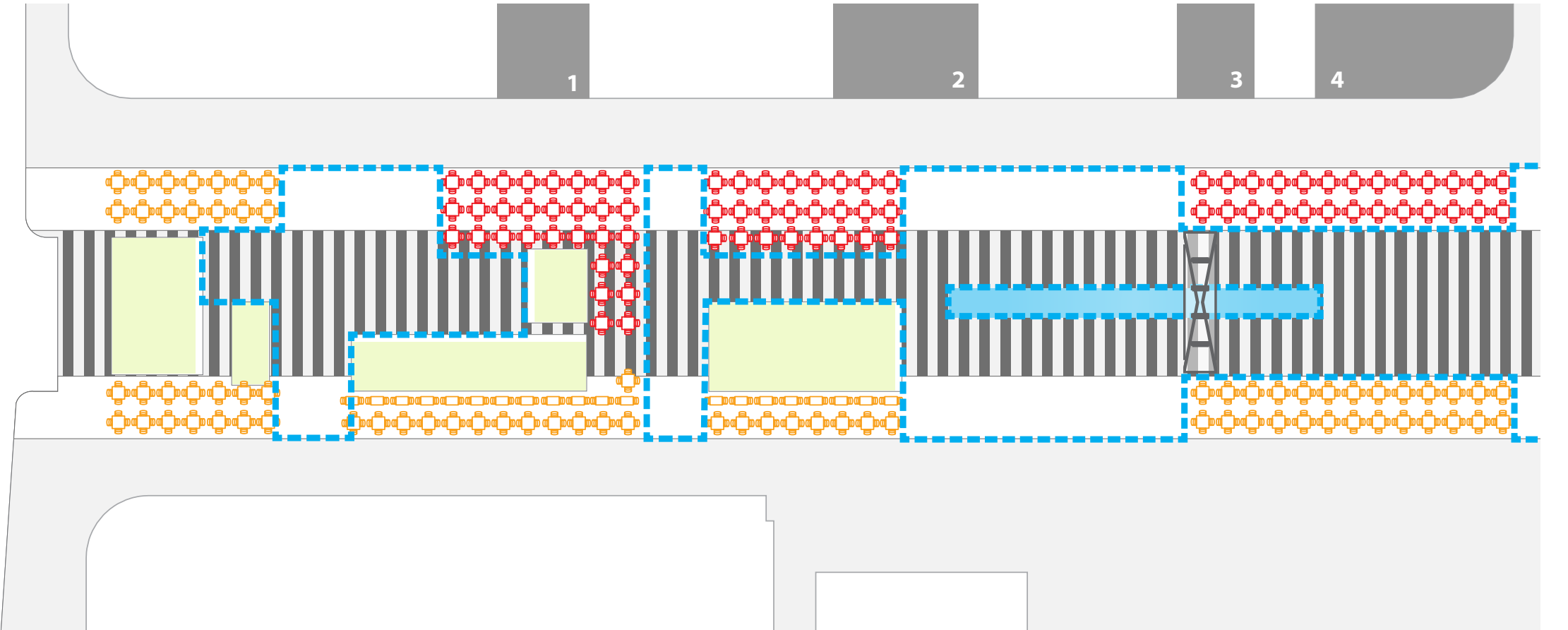
CAFE STUDIES

CAFE NAME		EXISTING SETTINGS		POTENTIAL SETTINGS
1	TAPELIA	120	27 TABLE OF FOUR 6 TABLE OF TWO	120
2	ROSINELLA	92	10 TABLE OF FOUR 26 TABLE OF TWO	92
3	YOGEN FRUZ	24	5 TABLE OF FOUR 2 TABLE OF TWO	24
4	YUCA	78	13 TABLE OF FOUR 13 TABLE OF TWO	78
	EXISTING TOTAL	314		314
	POTENTIAL FUTURE			340
	GRAND TOTAL			654



EXISTING

EXISTING

**PROPOSED**JAMES CORNER FIELD OPERATIONS **PROPOSED**

PROPOSED

LEGEND



EXISTING CAFE TABLE



POTENTIAL FUTURE TABLE



NO TABLE ZONE

THE GARDENS | 500 BLOCK
PROPOSED



THE GARDENS | 500 BLOCK
PROPOSED



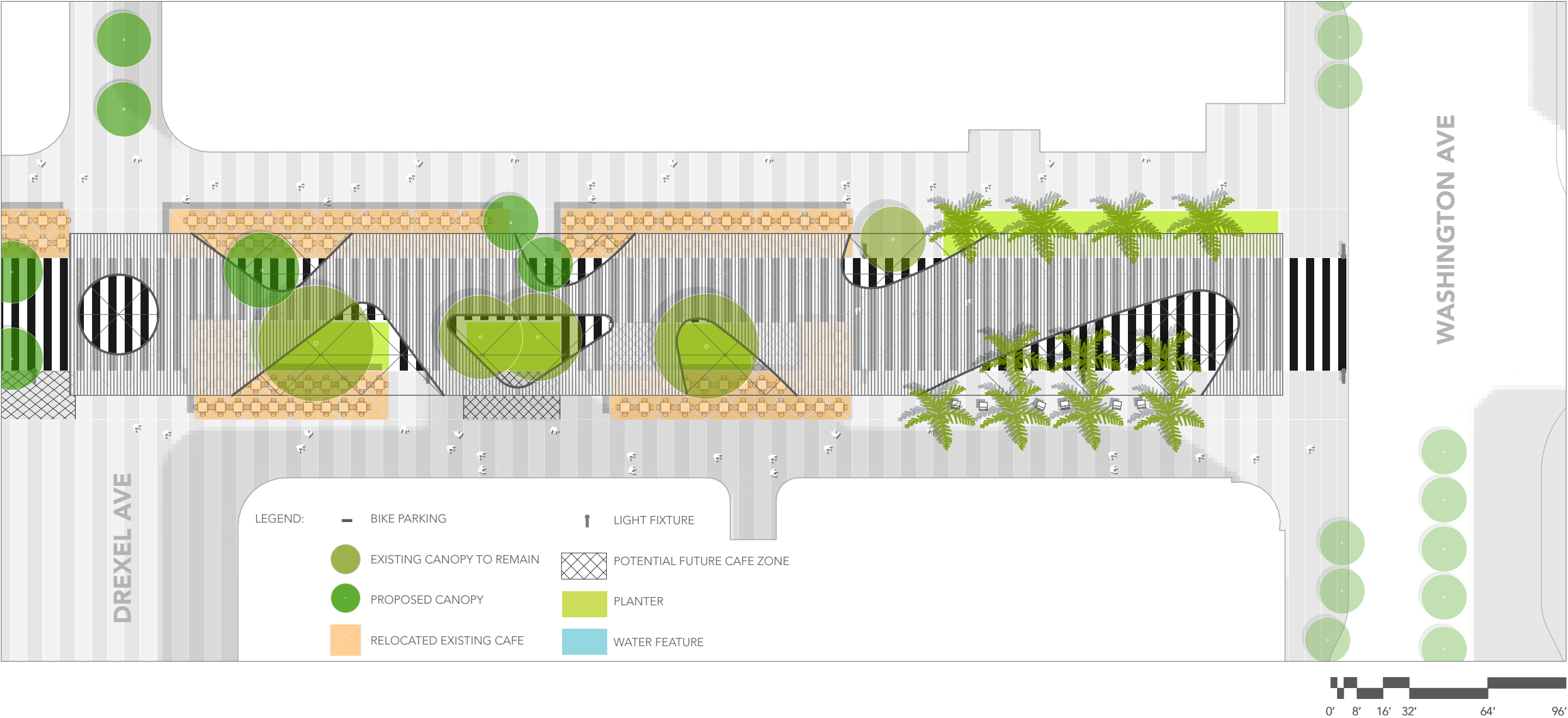
THE BEACH GATEWAY | 400 BLOCK

PROPOSED PLAN

In-keeping with Lapidus’s original vision of the 400 block as a distinctive gateway for Lincoln Road, the master proposes a lofted louvered trellis structure that extends from Washington Avenue, marking the gateway to Lincoln Road, up to the centerline of the pedestrianized Euclid Avenue , creating a visual connection with the New World Symphony building directly north. The play of light and shadow cast by the louvers will strengthen the iconic ‘piano key’ pavement re-introduced on this block as part of the master plan improvements.

Existing mature and healthy tree canopies will be retained and celebrated as the trellis structure is cut around them in irregular geometric shapes inspired by Lapidus ‘woggles’. The trellis terminus at the centerline of Euclid Ave will be punctuated by a large circular opening that frames a central space for a large public art piece on Drexel.


As one of the gateway blocks to the pedestrian portion of Lincoln Road, a digital and interactive directory and visitor information center will be located on the eastern side of the block, under the canopy structure.





THE BEACH GATEWAY | 400 BLOCK
CAFE STUDIES

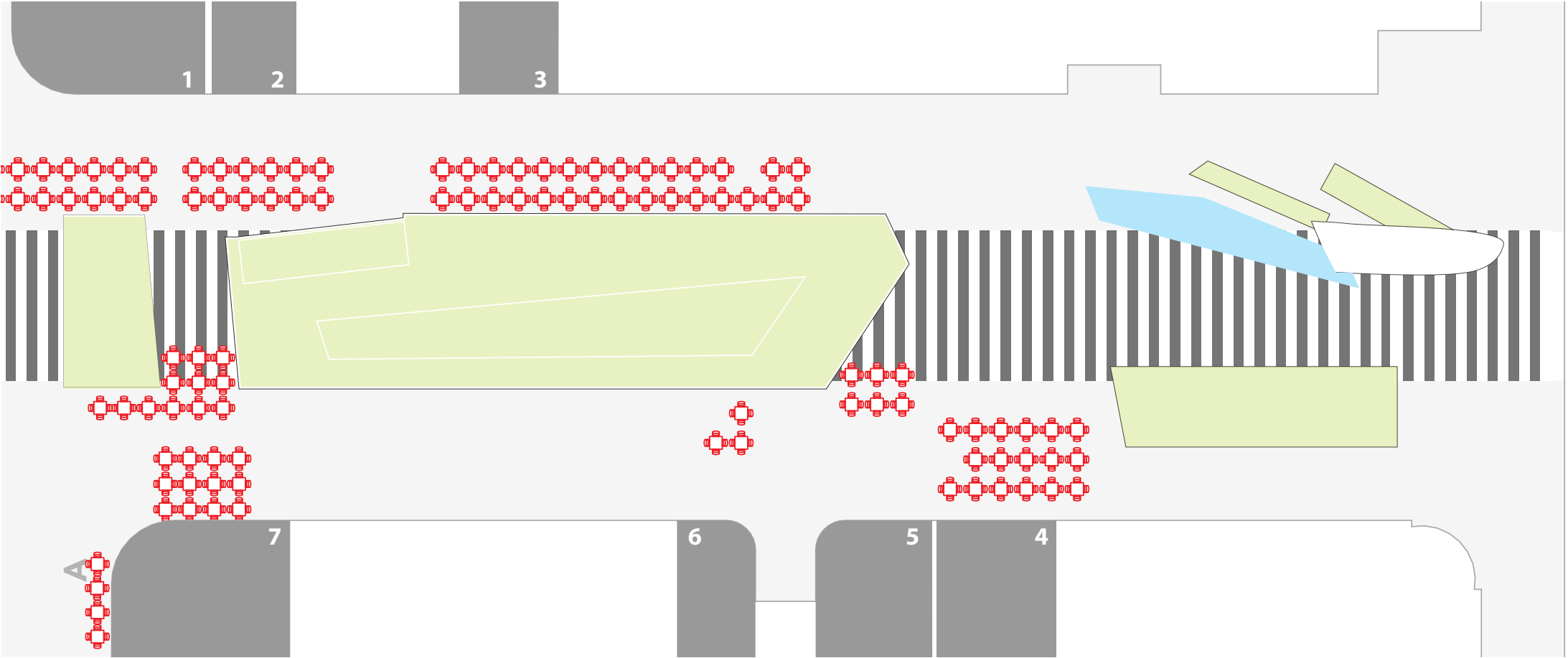
CAFE NAME		EXISTING SETTINGS		POTENTIAL SETTINGS
1	5 NAPKIN	80	25 TABLE OF FOUR 0 TABLE OF TWO	80
2	DVINE	46	7 TABLE OF FOUR 9 TABLE OF TWO	46
3	ENSO	116	25 TABLE OF FOUR 8 TABLE OF TWO	116
4	DECO DRIVE	66	16 TABLE OF FOUR 1 TABLE OF TWO	66
5	STARBUCKS	22	3 TABLE OF FOUR 5 TABLE OF TWO	22
6	HAAGEN DAZS	12	3 TABLE OF FOUR 0 TABLE OF TWO	12
7	PAUL	110	25 TABLE OF FOUR 5 TABLE OF TWO	110
TOTAL		452		452
POTENTIAL FUTURE				100
GRAND TOTAL				552

LEGEND

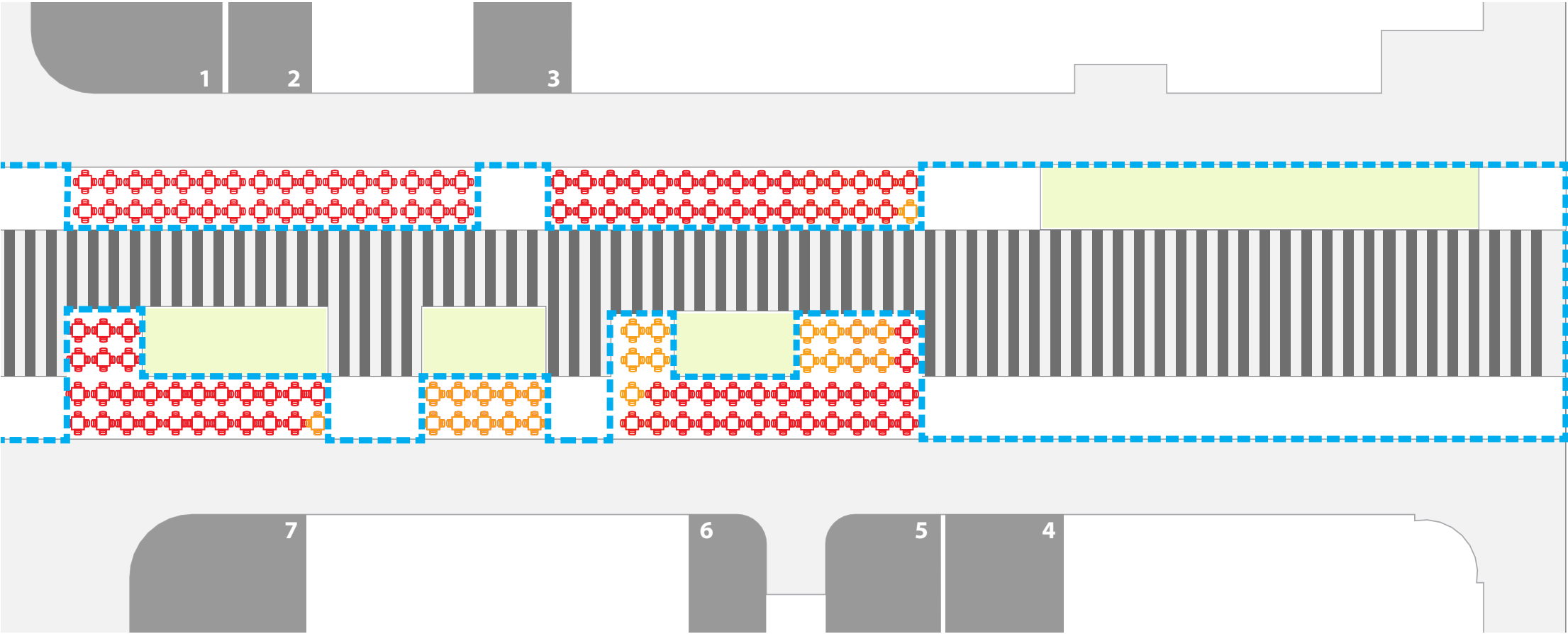
 EXISTING CAFE TABLE

 POTENTIAL FUTURE TABLE

 NO TABLE ZONE

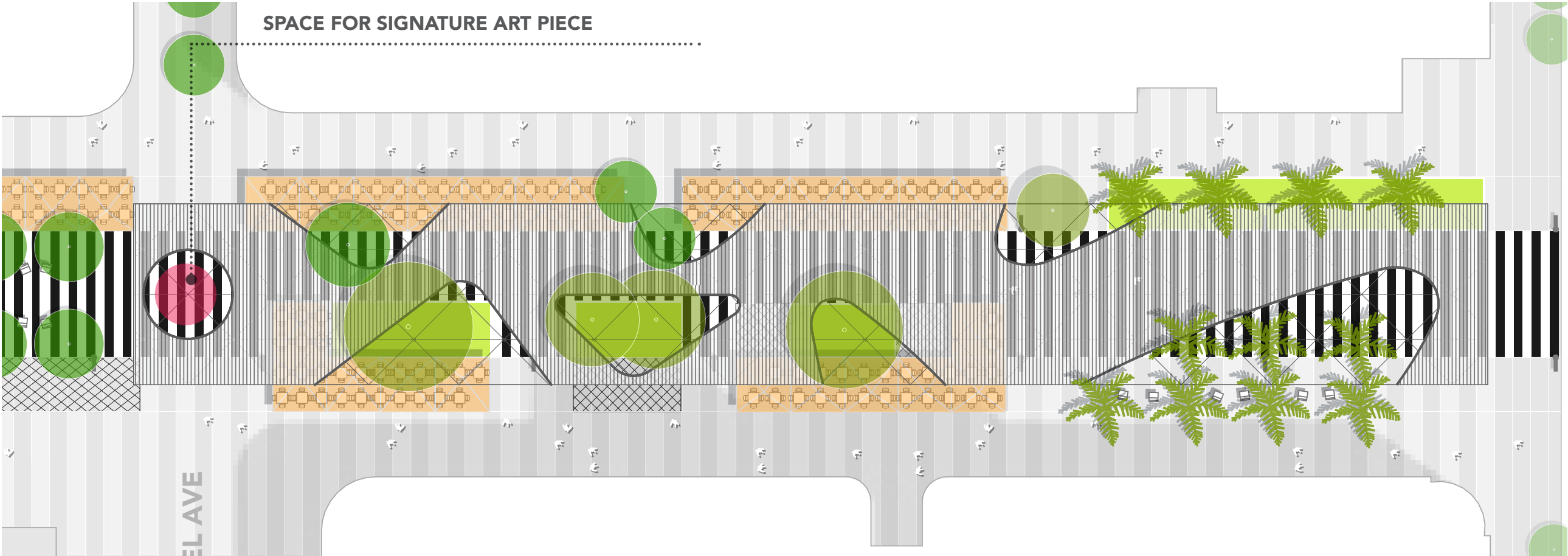


EXISTING



PROPOSED

THE BEACH GATEWAY | 400 BLOCK
GATEWAY TRELLIS



TRELLIS PLAN



TRELLIS ELEVATION

THE BEACH GATEWAY | 400 BLOCK
GATEWAY TRELLIS



TRELLIS DETAILED SECTION

THE BEACH GATEWAY | 400 BLOCK ORIGINAL LAPIDUS PLAN



SOURCES:
DRAWINGS: PROMOTIONAL MASTER PLAN FOR LINCOLN ROAD BY MORRIS LAPIDUS, 1954
HISTORIC PHOTOS FROM MIAMI HERALD ARCHIVES

THE BEACH GATEWAY | 400 BLOCK
ORIGINAL LAPIDUS PLAN



THE BEACH GATEWAY | 400 BLOCK PROPOSED



THE BEACH GATEWAY | 400 BLOCK
PROPOSED



THE BEACH GATEWAY | 400 BLOCK EXISTING



THE BEACH GATEWAY | 400 BLOCK
PROPOSED



III. IMPLEMENTATION

DISTRICT PHASING

The Lincoln Road District Master Plan aims to accomplish two primary goals. The first is to enhance the aesthetic and social experience of Lincoln Road by addressing its physical and operational challenges through new design and construction. The second is to leverage the ongoing success of the Road and its neighbors to envision an integrated district with an improved public-realm that expands the distinctive design vocabulary and environment of Lincoln Road to adjacent north-south streets, Lincoln Lanes North and South and Lincoln Road blocks from Washington to the beach and from Alton to the bay.

This type of large-scale improvement will require several phases of implementation and funding sources and should be considered as a long term approach to the overall improvement of the area.

Given the primary importance of the pedestrian part of Lincoln Road, we recommend that the re-construction of Lincoln Road between Washington and Lenox be prioritized as a “Phase 1” of implementation. “Phase 2” investment should be split into two areas- the first will encompass the pedestrian experience components

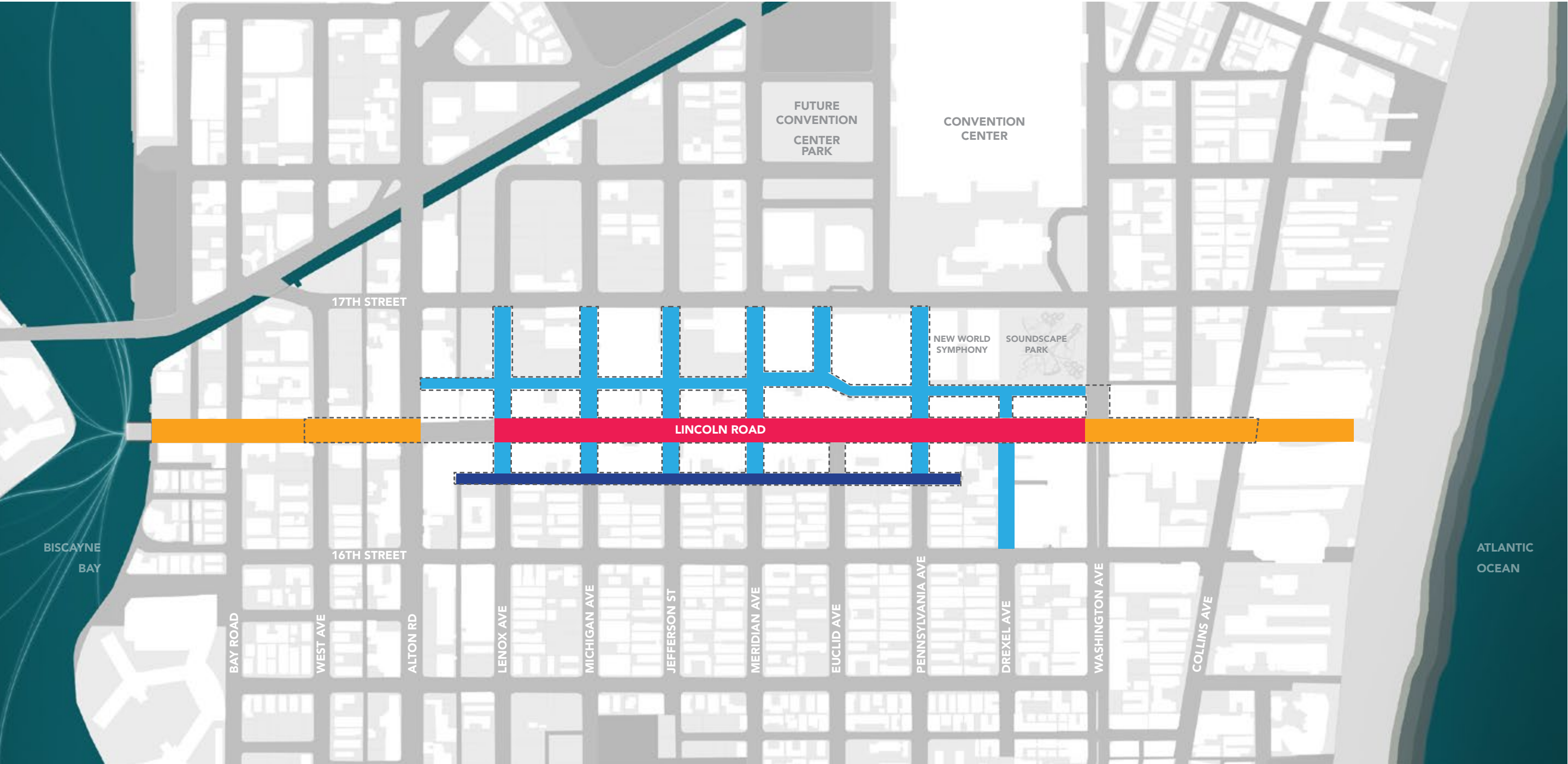
of Drexel, Pennsylvania , Meridian, Jefferson, Michigan and Lenox Avenues between Lincoln Lane South and 17th street including improvements to Lincoln Lane North and the second concentrating on improvements to Lincoln Lane South.

Finally, a cohesive district approach must also consider reinforcing connections East and West - to Alton and the Bay and to Collins Avenue, a large arterial for hotels and nightlife, and to the Beach. While the City is not currently holding an improvement budget for this area, it is recommended that additional funding be sought as a potential important third phase of implementation of the Lincoln Road District master plan.

Allocating funding for such a large scale and ambitions project shall consider a combination of several sources such as existing RDA budget and various City budgets allocated to specific disciplines such as arts and culture. Unique signature features such as the Euclid Oval or 400 Block Trellis can also be an opportunity for donor sponsoring or funding via public-private partnership with local institutions and businesses.

DISTRICT PHASING

PHASE 1

PROJECT BOUNDARY AS OUTLINED AND PROVIDED BY THE CITY OF MIAMI BEACHPHASE 2APHASE 2BPHASE 3

BLOCK BY BLOCK IMPLEMENTATION

It is important that construction sequencing for the pedestrian portion of Lincoln Road between Washington and Lenox is carefully thought of in order to ensure Lincoln Road can remain an active business district while construction is on-going.

With that in mind, further design development of the master plan shall consider construction detailing that allows for a large part of the fabrication of street elements to be executed off-site and installed using efficient installation means and methods in order to minimize on-site disturbance. Considerations include the use of pre-cast concrete planter edges and pre-fabricated furnishing.

In addition, it is recommended the City consider a construction sequence that is split into three phases: the first concentrating on the central spine; the second on the north side; and third on the south side in order to ensure two thirds of each block's public realm can remain unobstructed during the installation of improvements.

Finally, the use of gangways over areas closed for construction is recommended allowing pedestrian connections to existing business while the area directly in front is undergoing construction.

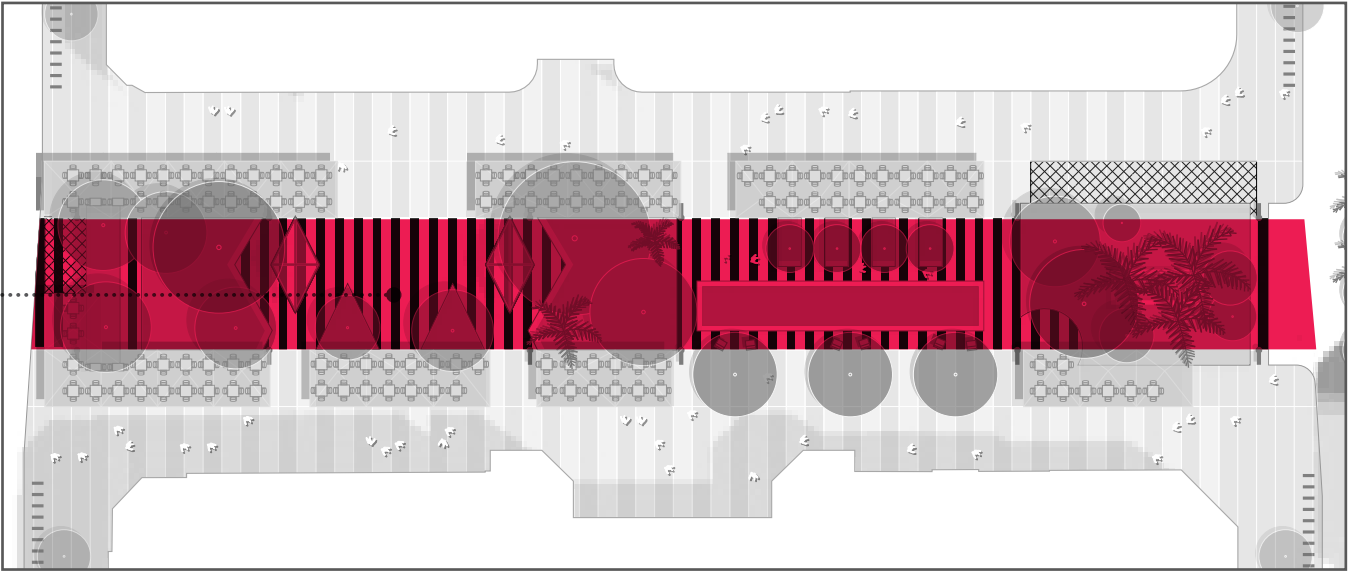
BLOCK BY BLOCK CONSTRUCTION SEQUENCING

SEQUENCING IS ILLUSTRATED ON THE 900 BLOCK

1 ZONE 1- CENTRAL SPINE

The first phase of Lincoln Road’s construction shall concentrate on the central spine, closing it off to the public while all required improvements are completed. During this time, the pedestrian walkway and cafe area flanking the central spine on the north and south will be fully open to the public.

35' WIDE CENTRAL SPINE
CONSTRUCTION ZONE



2 ZONE 2- NORTH SIDE

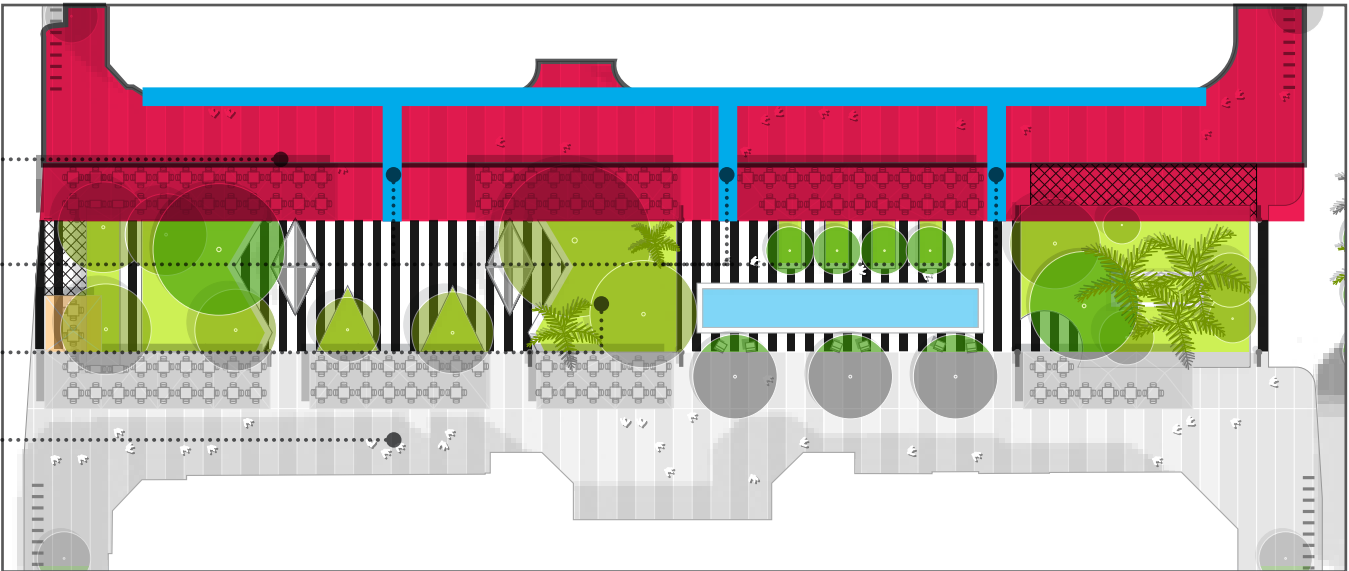
The second phase of Lincoln Road’s construction shall concentrate on the north side of the street. In order to keep business open, it is recommended that several gangways are installed connecting the newly remodeled central spine to business on the north side of the road. All cafe seating currently located on this area can be temporarily placed on the central spine in order to ensure business can continue during construction. Existing restaurants can be connected to temporary cafe zones via gangways. During this phase, business can operate as usual on the south side of the street.

EXTENDS OF NORTH SIDE
CONSTRUCTION ZONE

CONNECTING GANGWAYS

NEWLY REMODELED CENTRAL SPINE

EXISTING CONDITIONS ON
SOUTH SIDE



3 ZONE 3- SOUTH SIDE

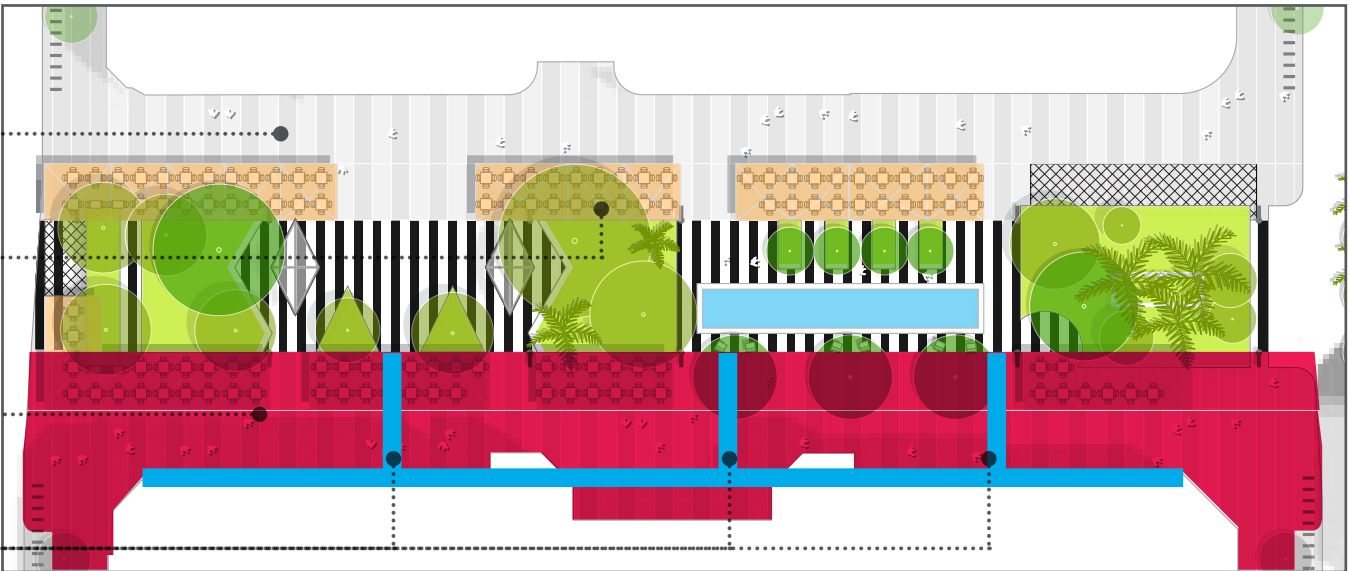
The third and final phase of Lincoln Road’s construction shall concentrate on the south side of the street. At this point both the north side and the central spine’s improvements shall be completed and open to the public. Similar to the strategy employed during the construction of the north side, all cafe seating currently located on this area can be temporarily placed on the central spine in order to ensure business can continue during constructions. Existing restaurants can be connected to temporary cafe zones via gangways.

NEWLY REMODELED
NORTH SIDE

NEWLY REMODELED CENTRAL SPINE

EXTENDS OF SOUTH SIDE
CONSTRUCTION ZONE

CONNECTING GANGWAYS



IV. APPENDIX

4.1 GRADING AND DRAINAGE



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July 26, 2015

SENT VIA E-MAIL (icastilla@fieldoperations.net)

**Subject: Lincoln Road Master Plan –City of Miami Beach
CMA Project No. 333.001**

Grading and Drainage **Existing Conditions**

The existing storm water drainage system along the Lincoln Road corridor is comprised of a series of drainage inlets and slot drains, interconnected to the systems within the intersecting streets. Many of the drainage inlets are undersized and the slots drains are not pedestrian friendly, nor of sufficient strength to withstand various types of loading. This is evidenced by the poor condition of the slot drain grates in most areas. Additionally the interconnecting pipes are of small diameters and in some, cases, in poor condition due to age.

The existing elevations throughout the corridor vary from approximately 1' to 6' NAVD and are fairly consistent , with the exception of the intersections, where the average elevations are approximately 6" to 12" below the remainder of the corridor and for the segment between Drexel and Washington Avenues, where the average elevations appear to exceed 4'+.

Sea level Rise

Sea level rise is a serious issue being addressed worldwide and the same holds true for the City of Miami Beach. Given the low relative elevations of the City, this issue is of particular importance. Many of the lower areas experience regular tidal flooding already and data trends continue to indicate a steady rise. The City is committed to addressing the issue head on by the installation of storm water pump systems throughout the City and, more importantly , requiring higher minimum elevations on all new construction or improvement projects. The Lincoln Road corridor shall target elevation of 3.7' NAVD as a minimum, in order to address the rising sea level.

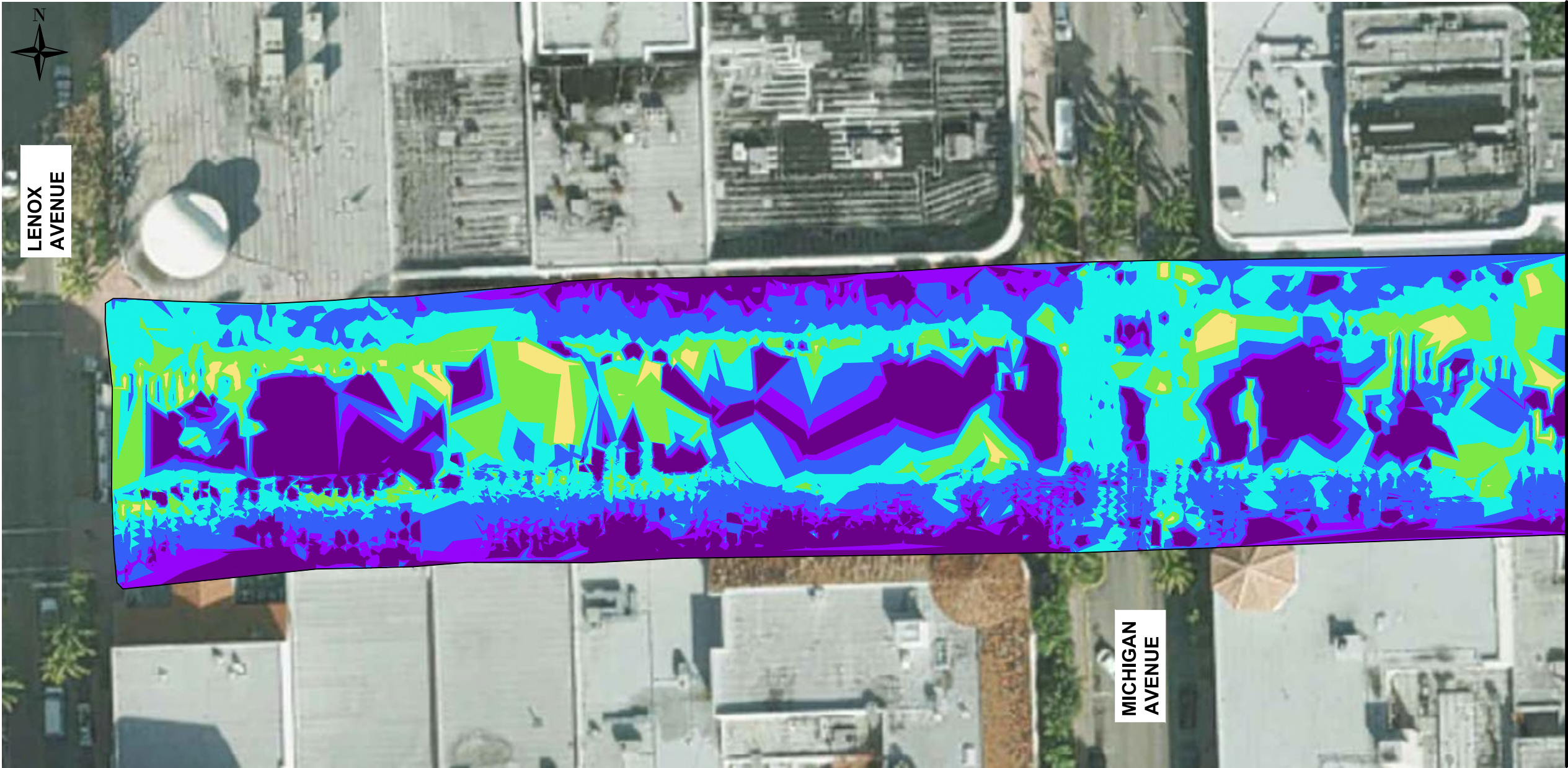
Pavement Grading

Attempting to increase the minimum elevation adjacent and in close proximity to existing buildings may prove to be challenging. Fortunately, the average elevations at the interface with the existing buildings varies from 3.5' to 6' NAVD. This will help to facilitate the design of appropriate slopes away from the buildings, while achieving an average elevation which exceeds the target 3.7' NAVD. The new section for the corridor shall include a new slot drain approximately 15' from the building line, between the pedestrian and café zones, and another at the interface of the café and piano key spine zones. Slopes away from the building shall be 0.5% minimum and 1% maximum from the center of the key spine zone across the café zone. All slopes shall be towards the proposed slot drains.

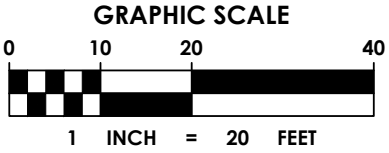
Proposed Drainage System

The new drainage system shall be comprised of new, heavy duty, pedestrian/ADA traversable slot drains of adequate capacities to be installed on either side of the café zones along the corridor. This will not only help to capture runoff more quickly, but will also help to further demarcate the distinction between the zones. Traditional inlets with pedestrian/ADA traversable grates and junction manholes will tie the slot drains together and to other existing systems at intersecting roads. The new system can then be tied to the existing systems within the intersecting roadways as well. The ultimate discharge shall be via connections to existing storm water pump stations, or new pump stations, to be closely coordinated with the City's Public Works Department.

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4	2.50	3.00	
5	3.00	3.50	
6	3.50	3.70	
7	3.70	6.00	



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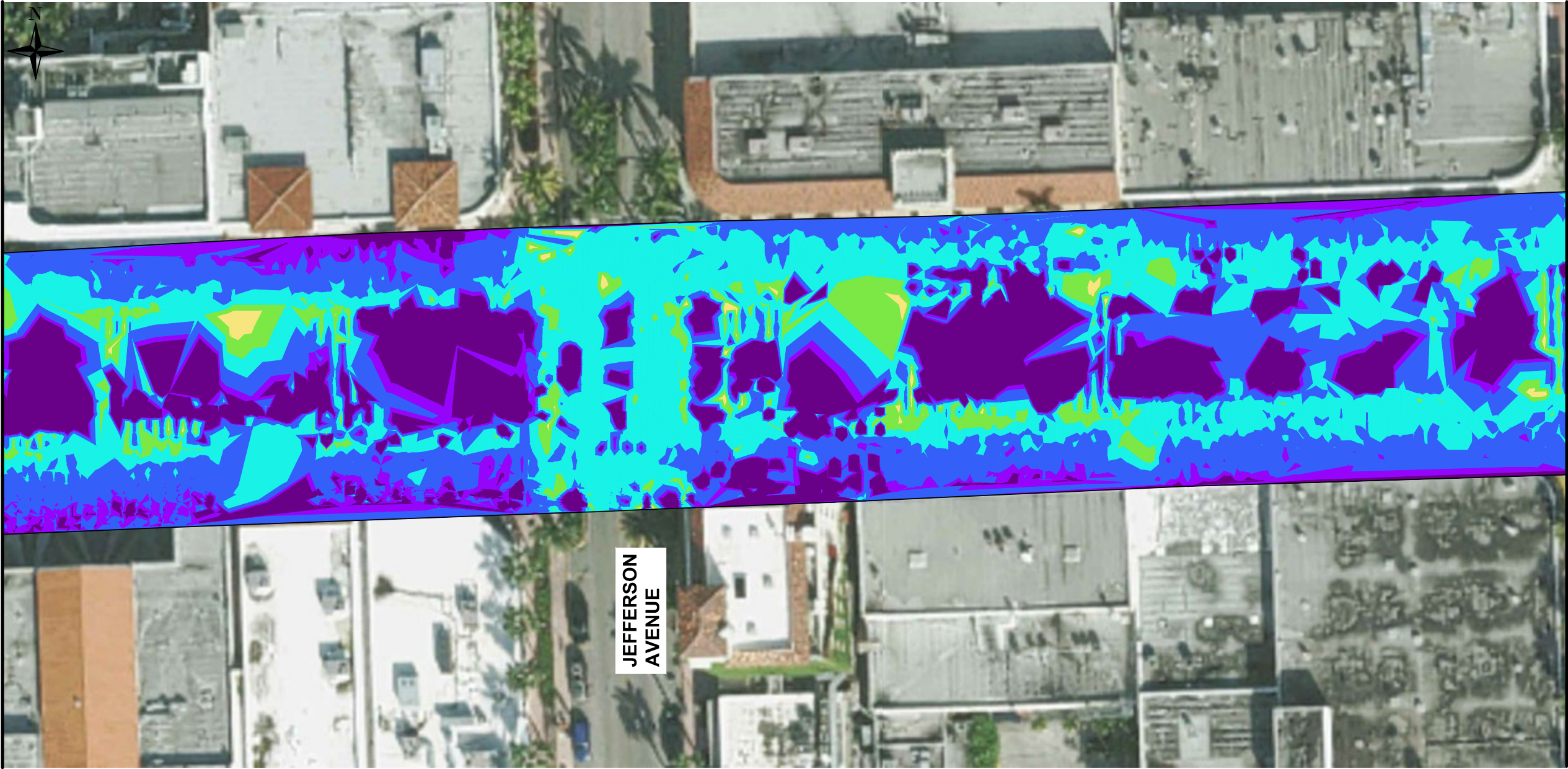
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1 OF 10

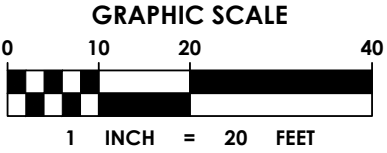
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MATCHLINE SEE DRAWING EXH 3

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4	2.50	3.00	<div></div>
5	3.00	3.50	<div></div>
6	3.50	3.70	<div></div>
7	3.70	6.00	<div></div>



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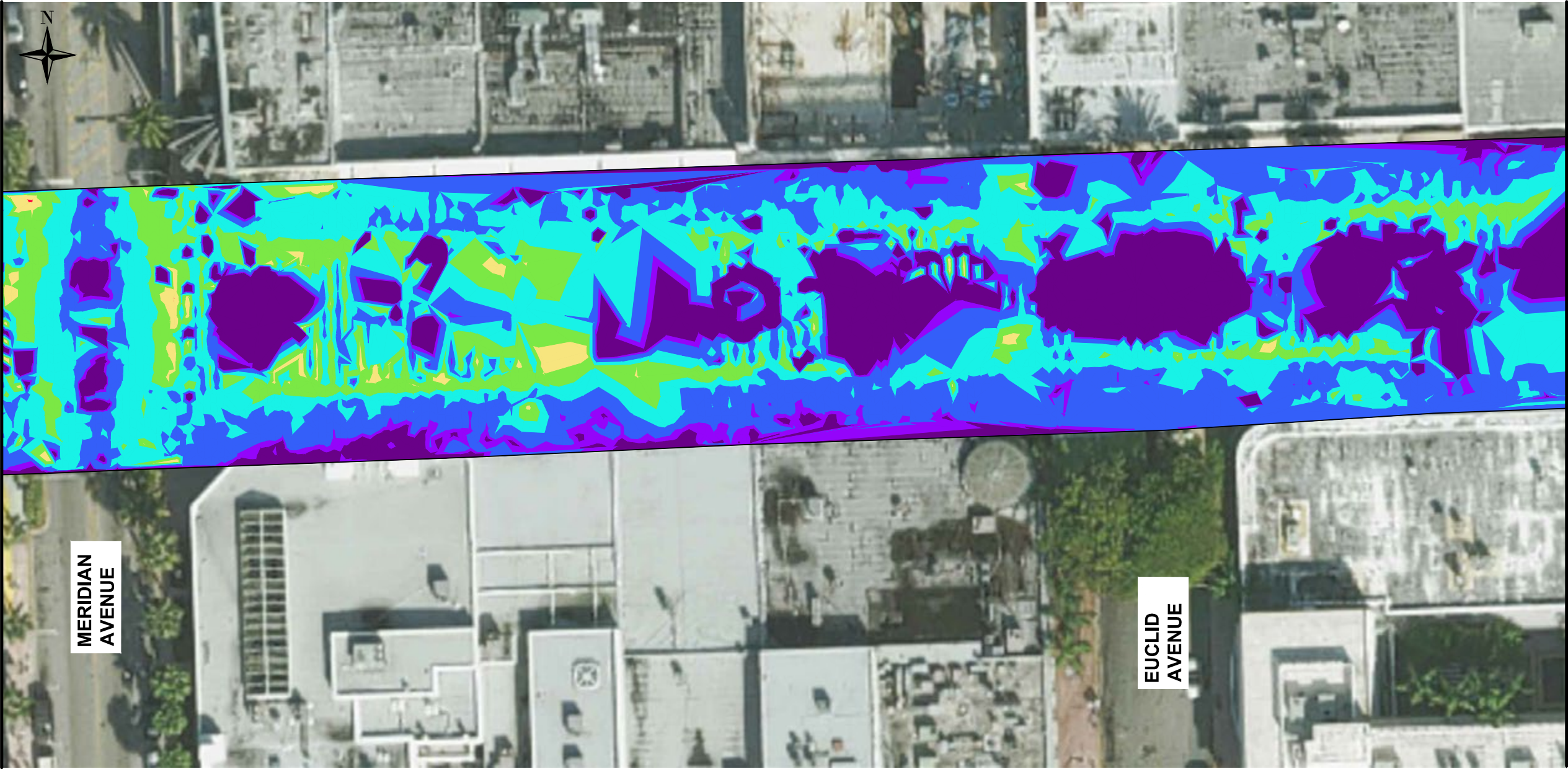
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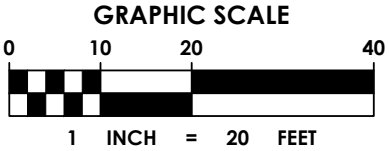
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Elevations Table			
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4	2.50	3.00	<div></div>
5	3.00	3.50	<div></div>
6	3.50	3.70	<div></div>
7	3.70	6.00	<div></div>



MATCHLINE SEE DRAWING EXH 4



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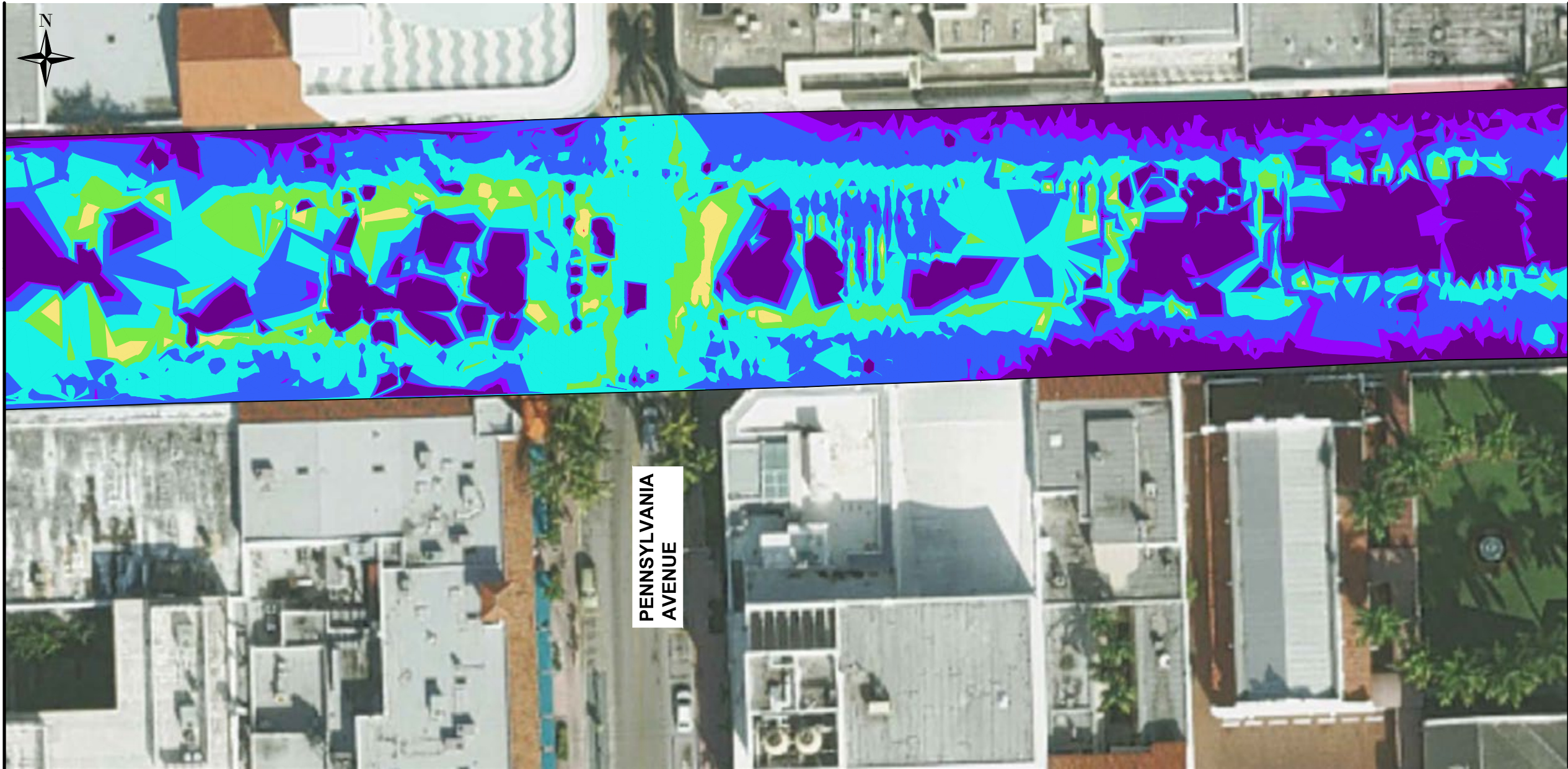
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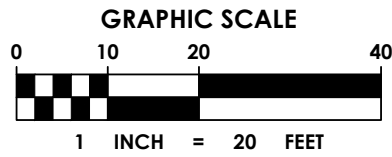
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MATCHLINE SEE DRAWING EXH 5

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3	2.00	2.50	Yellow
4	2.50	3.00	Light Green
5	3.00	3.50	Green
6	3.50	3.70	Dark Green
7	3.70	6.00	Dark Green



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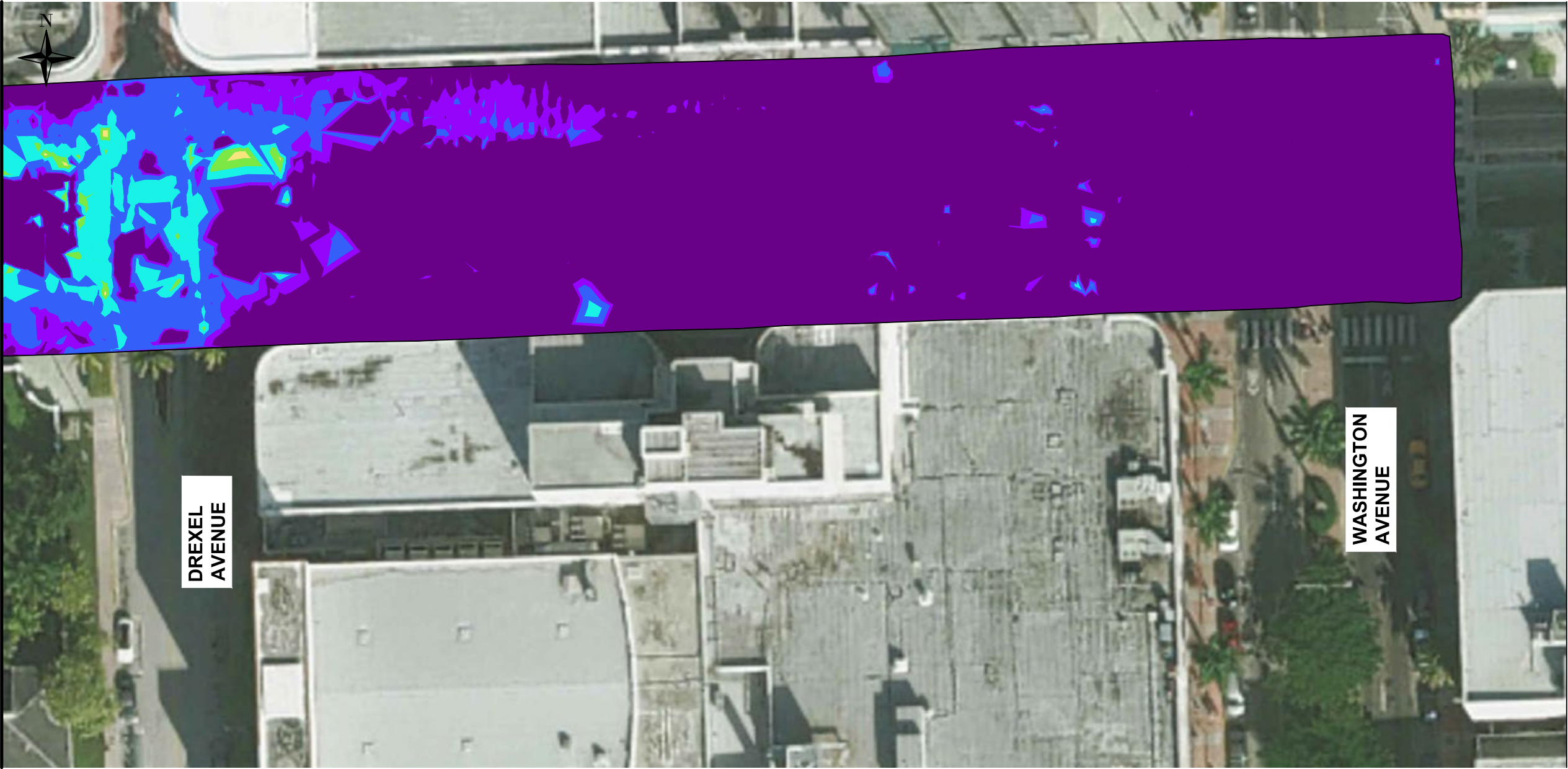
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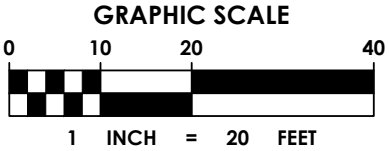
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5	3.00	3.50	<div></div>
6	3.50	3.70	<div></div>
7	3.70	6.00	<div></div>





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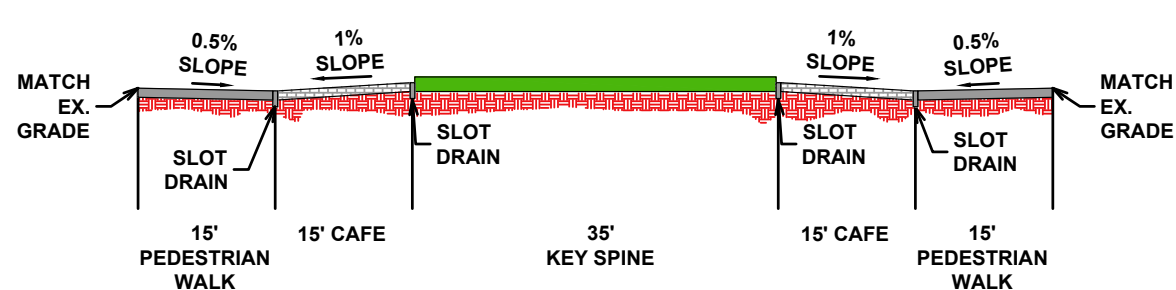
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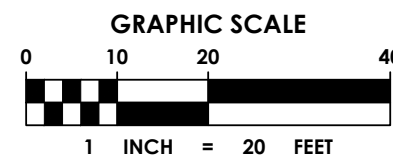
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- PROPOSED STORM DRAIN PIPE
- PROPOSED STORM DRAIN PIPE
- PROPOSED PIPE FLOW
- PROPOSED CATCH BASIN OR INLET
- PROPOSED STORM MANHOLE

Notes: "Care shall be taken to avoid unnecessary encroachments into the root zones of existing trees designated for preservation. Should root pruning or root pruning impacts be necessary they shall be performed in accordance with ANSI A-300 standards and good horticultural practices by an ISA Certified Arborist or ASCA Consulting Arborist only after consultation with the City Urban Forester."



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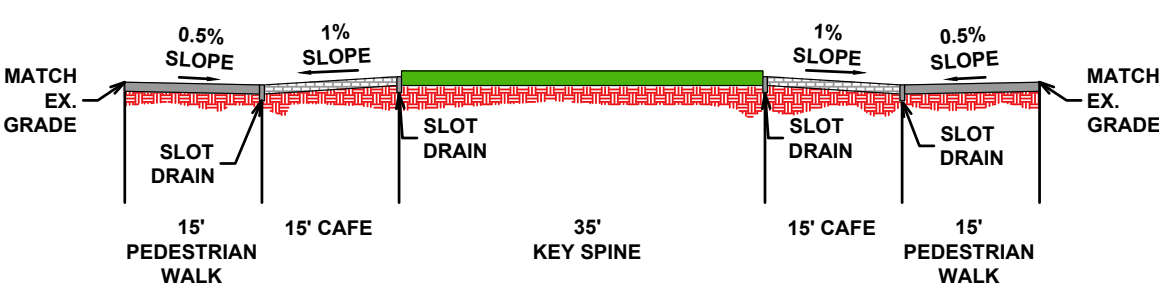
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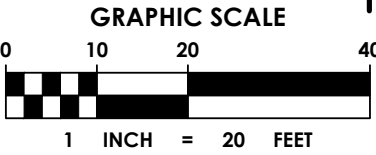
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- PROPOSED STORM DRAIN PIPE
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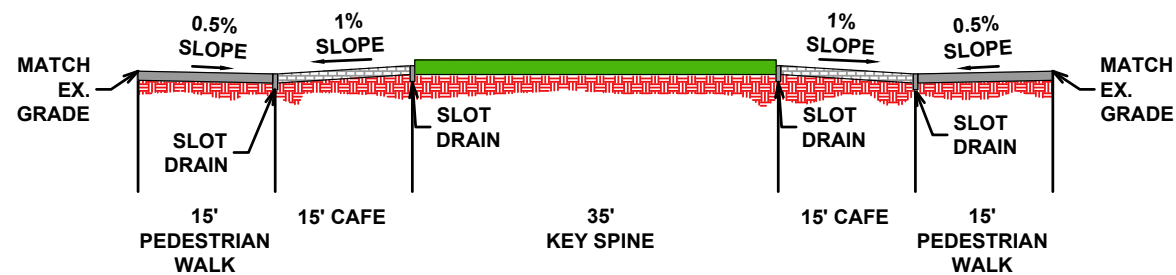
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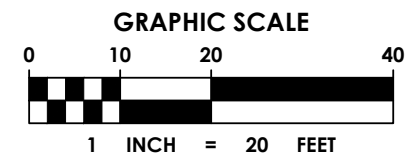
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| | PROPOSED PIPE FLOW |
| | PROPOSED CATCH BASIN OR INLET |
| | PROPOSED STORM MANHOLE |

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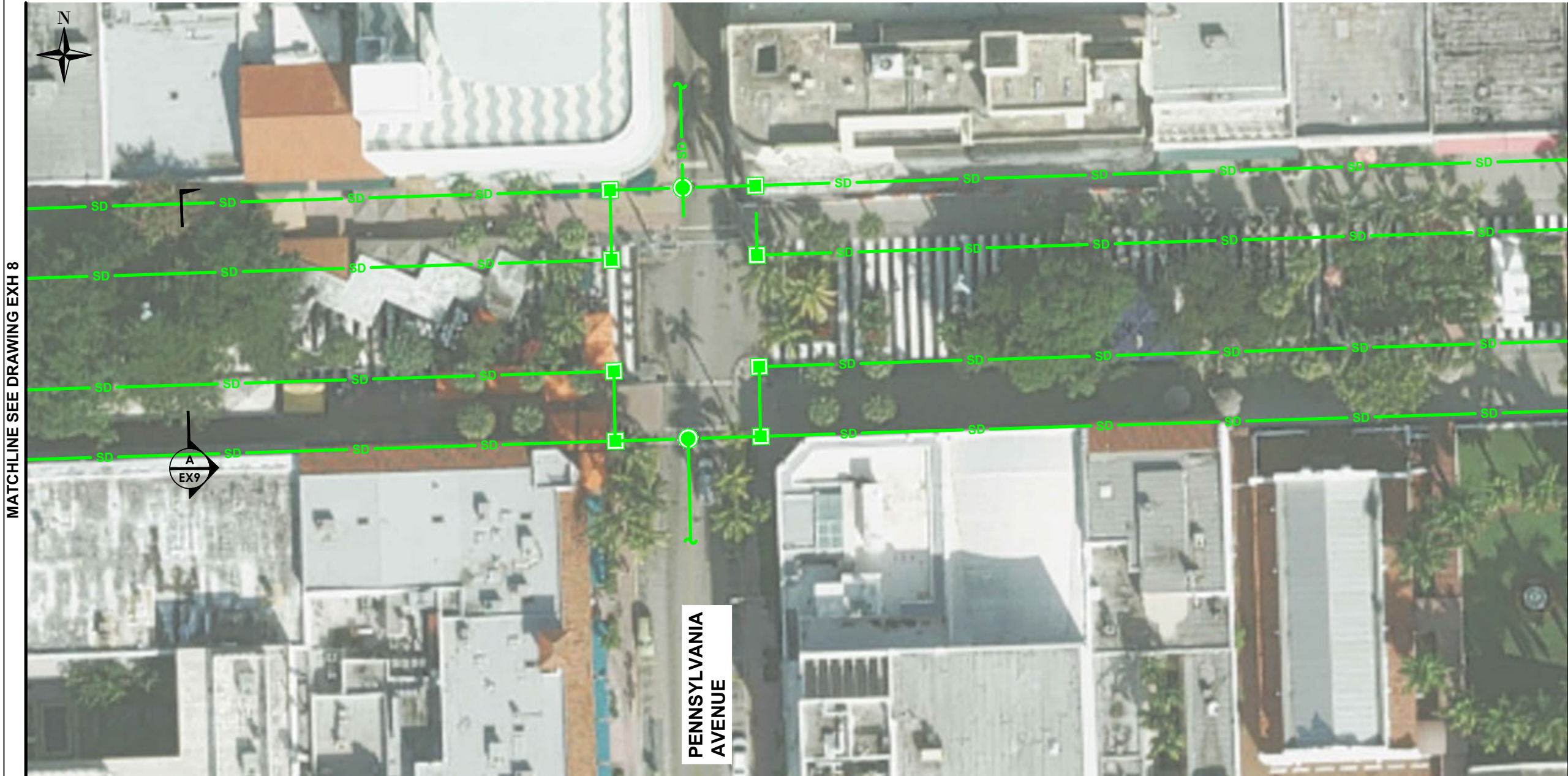
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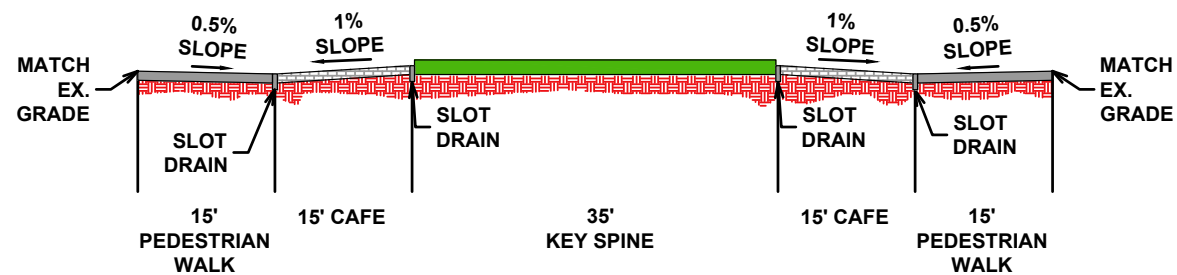
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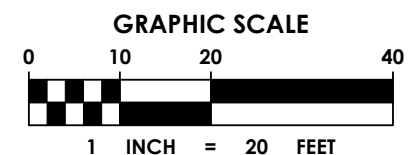
- S-01** PROPOSED STRUCTURE TAG
- PROPOSED STORM DRAIN PIPE
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- PROPOSED PIPE FLOW
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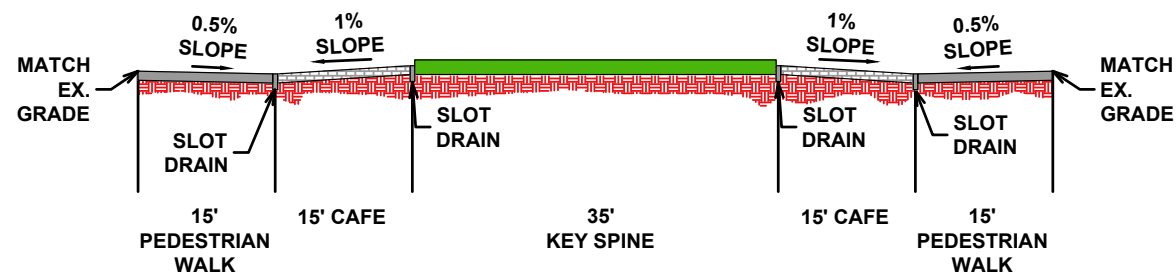
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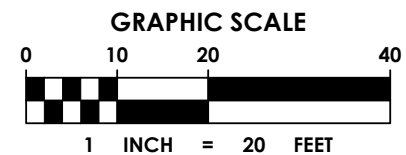
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